



# THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 230

Produced by the Victorian Control Line Advisory Committee



May 2018

## INSIDE THIS ISSUE

Contest Calendars.

Notices.

Victorian State Championships Results,  
Reports and Pictures.  
Master Junior 2.5 Diesel—  
Latest Changes.

For Sale and Wanted.

### 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 2018

| DATE          | EVENT                                       | CLUB            |
|---------------|---|-----------------|
| April 23-30   | MAAA 70th Nationals.                        | West Wyalong    |
| Apr 29        | KMAC Carnival.                              | KMAC            |
| May 6         | <b>Combined Speed</b> , Coreflute Combat.   | CLAMF           |
| May 6         | CLAG flying day                             | Moe             |
| May 27        | All-Aussie and Vintage Combat.              | KMAC            |
| Jun 3         | CLAG flying day                             | Moe             |
| June 10       | <b>Classic FAI</b> , Vintage A, ½ A Combat. | CLAMF           |
| Jun 24        | Rat Race.                                   | KMAC            |
| Jul 1         | CLAG flying day                             | Moe             |
| July 8        | Combined Speed, Classic Stunt.              | CLAMF           |
| July 14-20    | C/L World Championships.                    | Landres, France |
| Jul 29        | AGM and Warbirds.                           | KMAC            |
| Aug 12        | Carrier, 27 Goodyear.                       | CLAMF           |
| Sept 9        | <b>Combined Speed</b> , Vintage Combat.     | CLAMF           |
| Sept 29-Oct 1 | NSW State Champs.                           |                 |
|               | Racing and Speed                            | Albury          |
| Oct 7         | Corflute Combat, F2B & Classic Stunt.       | CLAMF           |
| Nov 11        | <b>Combined Speed</b> , Warbird Stunt.      | CLAMF           |
| Dec 9         | Vintage A, Classic B, <b>Classic FAI</b> .  | 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 :- Secretary, H. Bailey (03) 5941 5978

Email :- [clamf@ozemail.com.au](mailto: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](mailto: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](mailto:afrost2@skymesh.com.au)

Phone:- 03 52817350

### Send your articles for publication to Newsletter Editor

**Harry Bailey.**  
**3 Bailey Place**  
**Pakenham 3810**  
**Victoria**  
**Email:-**

[hbbaily@optusnet.com.au](mailto:hbbaily@optusnet.com.au)



## COMING EVENTS



### C.L.A.S. CONTEST CALENDAR 2018

| DATE           | EVENT  | CLUB                        |
|----------------|--|-----------------------------|
| Apr 23-30      | 70th MAAA NATIONALS                                    | West Wyalong                |
| May19-20       | Veterans' Gathering.                                   | MDMAS                       |
| May 27         | Classic Stunt.   | KMFC                        |
| Jun 3          | Diesel G/Y, Diesel Speed and other racing.             | TBA. KMFC                   |
| Jun 9-11       | NSW STATE CHAMPIONSHIPS.                               |                             |
|                | Aerobatics and Combat.                                 | CLAS at Whalan Reserve.     |
| Jun 29-30      | Old Phartz Weekend.                                    | Coffs Harbour Chapter. KMFC |
| Jun 30-Jul 1   | Frank Bryant Memorial Warbirds Weekend.                | MDMAS                       |
| Jul 1          | AGM  | KMFC                        |
| Jul 8          | Vintage/Classic Fly In.                                | SAT                         |
| Jul 22         | F2B Aerobatics.  | Doonside                    |
| Jul 29         | F2B Aerobatics.  | KMFC                        |
| Aug 12         | Classic Stunt.   | SAT                         |
| Aug 12         | Diesel Goodyear, Diesel Speed and other racing events. | TBA. KMFC                   |
| Aug 25-26      | Cowra Oily Hand Diesel Weekend.                        | Cowra                       |
| Sep 9th        | Nostalgia T/R Fly-in.                                  | KMFC                        |
| Sep 15-16      | Rocky Rally Classic B T/R and Fun Flying.              |                             |
| Sep 16         | Combined Speed.  | SSME                        |
| Sep 23         | F2B Aerobatics.  | SSME                        |
| Sep 29 - Oct 1 | NSW STATE CHAMPIONSHIPS                                |                             |
|                | RACING and SPEED                                       | Twin Cities Albury          |
| Oct 6          | Ringmaster International Fly-a-Thon.                   | KMFC                        |
| Oct 7          | Gordon Burford Day.                                    | KMFC                        |
| Oct 14         | F2B Aerobatics.  | SAT                         |
| Oct 21         | Vintage/Classic Stunt Fun Fly.                         | KMFC                        |
| Nov 4          | Classic Stunt.   | Doonside                    |
| Nov 18         | Vintage T/R and Diesel Goodyear.                       | KMFC                        |
| Nov 18         | Vintage/Classic Stunt Fun Fly.                         | SSME                        |
| Nov 25         | KMFC Christmas Party and Fun Fly.                      | KMFC                        |
| Dec 2          | F2B Aerobatics.  | Doonside.                   |

\*\*\*\* KMFC Club Stunt. 2nd Saturdays in March, May, July, September and November. Contact Geoff Goodworth 0412 162 518

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

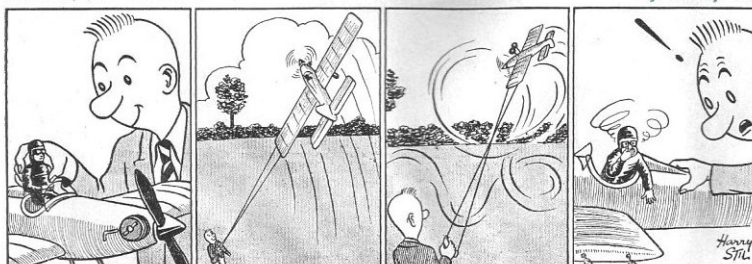
SAT- (Sydney Aeromodelling Team) - "Duck Pond", Ashford Road, Milperra.

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

DOONSDIE- Baseball diamond, Whalan Reserve.

REALIS(T)IC FLIGHT!

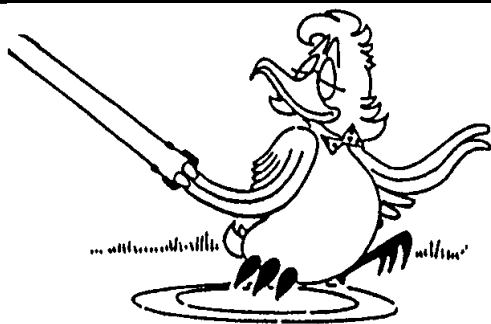
By Harry Stil



## Western Australia Contest Calendar.

| DATE   | EVENT                            | VENUE         |
|--------|----------------------------------|---------------|
| May 6  | CLAW Combined Speed              | WAMASC        |
| May 12 | TARMAC VINTAGE STUNT             | LUMEN CHRISTI |
| May 26 | STATE F2B                        | LUMEN CHRISTI |
| Jun 2  | STATE F2F & F2C                  | WAMASC        |
| Jun 3  | STATE F2C & F2D                  | WAMASC        |
| Jun 4  | STATE F2A & VINTAGE A            | WAMASC        |
| Jun 16 | STATE VINTAGE COMBAT             | LUMEN CHRISTI |
| Jun 30 | PHANTOM RACING                   | LUMEN CHRISTI |
| Jul 21 | STATE VINTAGE STUNT              | LUMEN CHRISTI |
| Aug 5  | CLAW Combined Speed              | WAMASC        |
| Aug 19 | CLAW 1/2A Combat                 | WAMASC        |
| Sep 8  | Charlie Stone<br>Remembrance Day | LUMEN CHRISTI |
| Sep 16 | CLAW Combined Speed              | WAMASC        |

Contact: Trevor Letchford. [tletchfo@westnet.com.au](mailto:tletchfo@westnet.com.au)



## Queensland State Championships Dates.

|  |  |        |
|--|--|--------|
| May 19   | 2.5 Simple Rat Vintage A Classic B at            | CLASSI |
| May 20   | 27 Goodyear and 21 Bendix at                     | TBIRDS |
| Sept 8   | F2C, F2F, Classic FAI, Goodyear,                 |        |
| Sept 9   | F2A & Combined Speed                             | Logan  |
| Nov 3-4  | F2D, Vintage, Open, 35 Slow,<br>2.5 Slow Combat. | CLASSI |
| Aug 4  | Brian Burke 500 Lap 27 Goodyear Race at          | TBIRDS |
| Contact Mark McDermott Email: <a href="mailto:mark_mcd@bigpond.com">mark_mcd@bigpond.com</a> |  |        |

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.

# Wights Model Aircraft



Models built by John Jamieson.

To Receive a 10% discount off all on-line orders please enter the following code at checkout.

**ACLN173**

Note : Discount is not applied to postage.

## Premier Australian Control Line Supplier.

Supporting all Control Line flyers with the parts & accessories needed to build & fly control line aircraft.

[www.wightsmodelaircraft.com.au](http://www.wightsmodelaircraft.com.au)





## Victorian Control Line State Championships. Easter weekend 2018.

The weather forecast for the weekend promised stable temperatures of 23 degrees for each of the four days with little chance of rain and nothing stronger than moderate winds.

Entry levels were not as high as in previous years and if it were not for the aerobatics entries from New South Wales the Stunt competitions were in serious doubt of going ahead.

As it turned out, the weather was kind to us and all events were concluded in a timely manner.

Good Friday morning had a scheduled start for F2C team race set for 11:00am. A top class field was in attendance including the current World Champions, the silver medallists from the Perth World Championships, the three teams set to represent Australia at this years Word Championships in France and a team from the New Zealand World Champs contingent. The six teams flew in four rounds of three up races.

There was a racing incident in Rd 3 which did not result in any disqualifications but Christie/Brown were granted a refl.

Leknys/Reichardt were using a single bladed propeller and in Rd 3 the counterweight became detached in flight but a quick shut-off response by Shane Leknys prevented any damage to the model.

In the final race the retractable undercarriage of the Christie/Brown model retracted prematurely on take off during their third pit stop seriously razzing the prop to create

an odd revving noise and they had to retire leaving the Wilson /Poschkens team to edge out Fitzgerald/Ellins for the top placing.

*R. Brown/G. Christie    M. Wilson/M. Poschkens    R. Fitzgerald/M. Ellins*



### F2C Team Race Results.

| Pos | Team                | Rd 1           | Rd 2           | Rd 3           | Rd 4           | Refl    | Final   |
|-----|---------------------|----------------|----------------|----------------|----------------|---------|---------|
| 1.  | Wilson/Poschkens    | 3:13.03        | <u>3:10.19</u> | 3:16.53        | 3:15.88        |         | 6:20.05 |
| 2.  | Fitzgerald/Ellins   | <u>3:14.46</u> | 3:23.40        | DNS            | 3:15.88        |         | 6:26.00 |
| 3.  | Christie/Brown      | DNF 93         | 3:45.84        | DNF refl       | <u>3:14.70</u> | 3:15.25 | DNF 93  |
| 4.  | Justic/Lacey        | 3:16.16        | 3:16.03        | <u>3:14.94</u> | DNF 41         |         |         |
| 5.  | R. Leknys/Reichardt | <u>3:19.94</u> | 3:32.47        | DNF37          | 3:41.88        |         |         |
| 6.  | S. Leknys/C. Leknys | 3:47.08        | <u>3:32.47</u> | DNF 37         | DNF 38         |         |         |



*Classic FAI teams and models.*

Following the first three rounds of F2C on Friday it was the turn of the models from an earlier racing era. Classic FAI T/R had a field of seven entries and the races were at a pace that was around one minute slower for the 100 laps than the modern F2C equivalents. There were five different engine manufacturers represented and any one of them were capable of making it into the final.

The final race was brought to an end when there was a model collision which caused damage to the Fitzgerald/Baddock model and they could not continue. Nugent/Ellins



earned a DQ. The Cameron/Lacey model ran in whilst landing due to the ensuing mayhem so the race was stopped and Cameron/Lacey declared the winners.

#### Classic FAI Team Race Results

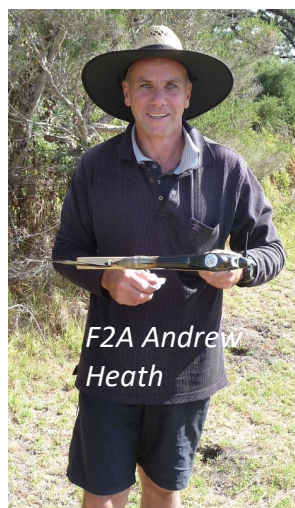
| Pos. | Team               | Rd 1           | Rd 2           | Final         | Engine  |
|------|--------------------|----------------|----------------|---------------|---------|
| 1.   | Cameron/Lacey      | <u>4:21.63</u> | 4:44.47        | Race stopped. | R250    |
| 2.   | Fitzgerald/Baddock | <u>4:06.38</u> | DNS            | Withdrew.     | Cipolla |
| 3.   | Nugent/Ellins      | <u>4:10.59</u> | DNS            | DQ            | Fora    |
| 4.   | Hunting/Stein      | 4:55.59        | <u>4:26.37</u> |               | Fora    |
| 5.   | Bailey/Roberts     | <u>4:26.53</u> | 4:37.75        |               | Parra   |
| 6.   | Christie/Brown     | 4:36.78        | <u>4:29.50</u> |               | Parra   |
| 7.   | Justic/Baker       | 4:46.56        | <u>4:34.78</u> |               | Nelson  |



*Classic FAI winner Paul Cameron.*

#### Combined Speed Results.

| Pos. | Name       | Class   | Engine       | Flight 1 | Flight 2 | Flight 3 | Fastest | Km/h   | %      |
|------|------------|---------|--------------|----------|----------|----------|---------|--------|--------|
| 1.   | R. Hiern   | Class 1 | Novarossi 12 | 16.00    | 15.36    |          | 15.36   | 234.38 | 97.07% |
| 2.   | R. Hiern   | Class 5 | Novarossi 21 | 15.19    | 15.35    |          | 15.19   | 237.00 | 88.41% |
| 3.   | M. Wilson  | Class 2 | Nelson .29   | 11.70    |          |          | 11.70   | 247.59 | 81.20% |
| 4.   | H. Bailey  | Class 1 | OS CZ11 PS   | 18.93    | 18.70    | 19.00    | 18.70   | 192.51 | 79.73% |
| 5.   | R. Justic  | Class 2 | AC .29       | D.N.S    |          |          |         |        | 0.00%  |
| 6.   | K. Hunting | Class 1 | STAS         | D.N.S    |          |          |         |        | 0.00%  |



Andrew Heath came down from NSW and only recorded one flight in F2A but his was the fastest of the day. There was a huge cheer when Bruce Bellis got in the pylon and recorded a creditable 276.71 Km/h flight.



*Bruce Bellis gets a helping hand from Murray Wilson*



*F2A Murray Wilson*

#### F2A Speed Results

| Pos. | Name      | Class | Engine | Flight 1 | Flight 2 | Flight 3 | Flight 4 | Fastest | Km/h   | %      |
|------|-----------|-------|--------|----------|----------|----------|----------|---------|--------|--------|
| 1.   | A. Heath  | FAI   | Profi  | 12.25    | -        | -        | -        | 12.25   | 293.97 | 98.73% |
| 2.   | M. Wilson | FAI   | Profi  | 12.75    | 16.7     | -        | 12.82    | 12.75   | 282.35 | 94.82% |
| 3.   | B. Bellis | FAI   | Profi  | -        | -        | 13.01    | -        | 13.01   | 276.71 | 92.93% |
| 4.   | R. Justic | FAI   | Zalp   | -        | -        | 13.36    | 13.10    | 13.10   | 274.91 | 92.33% |

**Classic B team race** had not been flown at Frankston for a very long time so it was good to have these glow powered models circulating again. The top performing teams produced some very close racing in the heats and final and it was good to see a new pairing of Greg Nelson and Robin Gilbert joining the class.

#### Classic B Team Race Results

| Pos. | Team            | Rd 1    | Rd 2    | Final   |
|------|-----------------|---------|---------|---------|
| 1.   | Justic/Stein    | 3:05.53 | DNS     | 6:09.56 |
| 2.   | Wilson/Ellins   | 3:05.37 | DNS     | 6:11.60 |
| 3.   | M. Owen/R. Owen | DNF 0   | 3:35.22 | DNF 33  |
| 4.   | Hunting/Leknys  | 6:47.00 | 3:42.12 |         |
| 5.   | Nelson/Gilbert  | 4:08.12 | 4:06.65 |         |
| 6.   | Bailey/Roberts  | 4:14.25 | DNF 40  |         |



*Robert Owen in Classic B.*



**Vintage A team race** had five entries. Christie/Brown from New Zealand had a loaned model and gave the event an international entry. Justic /Stein and Wilson/Baker recorded good times in their first heats and elected not to fly in the second. Bailey/Roberts could not get the R250 on song in the “Olympian” with the Graupner 7 x 7 prop and that may have been caused by using DII instead of IPN in the fuel mix. Paul Stein’s pit-work was as slick as usual and with Ric’s help they guided the grey “Dimpled Dumpling” home to yet another State Champs win.

#### Vintage A Team Race Results

| Pos. | Team           | Rd 1    | Rd 2    | Final  |
|------|----------------|---------|---------|--------|
| 1.   | Justic/Stein   | 3:16.75 | -       | 6:36   |
| 2.   | Owen/Owen      | 3:29.25 | 3:31.91 | 7:35.6 |
| 3.   | Wilson/Baker   | 3:22.73 | -       | 8:10   |
| 4.   | Christie/Brown | 3:43.19 | 3:45.28 |        |
| 5.   | Bailey/Roberts | 4:07.59 | 4:36.78 |        |

**Vintage Combat** had the highest entry level of the week-end.

Junior Nathan Baddock entered his first ever competition flying some “Early Birds” with OS 15 FP engines ably assisted by father Keith. He flew his first bout against Greg Nelson and succeeded in getting a win. His second bout against Harry Bailey was not as fortunate as there were a few line tangles and the Early Bird was wrecked. Welcome to Combat Nathan!

Mark Ellins proved again that he can fly combat at the top level and beat fellow F2C pitman Mark Poschkens and grabbed first place. There was the usual proliferation of “Anduril” models and it was this design that took out the top three placings.

#### Vintage Combat Results.

| Pos. | Entrant           | Rd 1 | Repechage | Rd 2 | Rd 3 |
|------|-------------------|------|-----------|------|------|
| 1.   | Mark Ellins       | W    |           | W    | W    |
| 2.   | Mark Poschkens    | L    | W         | W    | W    |
| 3.   | Ken Maier         | W    |           | W    | L    |
| 4.   | Harry Bailey      | L    | W         | W    | L    |
| =5.  | Nathan Baddock    | W    |           | L    |      |
| =5.  | Murray Wilson     | W    |           | L    |      |
| =5.  | Tony Caselli      | W    |           | L    |      |
| =5.  | Greg Nelson       | L    | W         |      |      |
| =9.  | Robert Fitzgerald | L    | L         |      |      |
| =9.  | Nigel Robertson   | L    | L         |      |      |
| =9.  | Robin Gilbert     | L    | L         |      |      |

Two of the Australian **F2D** team members for the C/L World Championships exhibited their talent in this slickly run contest with very few delays, and took the two top placings. Mark Poschkens had a fly-off for third place with Robert Owen.

#### F2D Combat Results

| Pos. | Entrant        | Rd 1 | Rd 2 | Rd 3 | Rd 4 | Rd 5 |
|------|----------------|------|------|------|------|------|
| 1.   | Murray Wilson  | W    | W    | W    | L    | W    |
| 2.   | Bruce Bellis   | L    | W    | W    | W    | L    |
| 3.   | Mark Poschkens | W    | L    | W    | L    | W    |
| 4.   | Robert Owen    | W    | W    | L    | L    | L    |
| =5.  | Mark Ellins    | L    | L    |      |      |      |
| =5.  | Greg Nelson    | L    | L    |      |      |      |



Paul sends the “Dimpled Dumpling” on it’s way.



Ken Maier

Mark Ellins

Mark Poschkens



Bruce Bellis (2nd)

Murray Wilson (1st)

Mark Poschkens (3rd)



## Vintage Aerobatics

| Pos | Entrant     | Model/Engine              | Static | Flight 1 | Flight 2 | Score |
|-----|-------------|---------------------------|--------|----------|----------|-------|
| 1.  | David Nobes | Jamison Special/Atwood 59 | 119    | 354      | 316      | 473   |
| 2.  | Ken Maier   | Ringmaster/Fox 35         | 112    | 299      | 300      | 412   |
| 3.  | Dave Lacy   | Jamison Special/OS FP40   | 93     | 221      | 175      | 314   |



*The three Vintage Stunt flyers.*

The Sunday weather was not as good as Saturday. The final rounds of F2B were completed early but the strengthening wind forced the Classic event to be limited to only one round.



*Frank Battam, Reg Towell, Derek Pickard*

## Classic Aerobatics Results.

| Pos. | Entrant       | Model/Engine           | Year | Rd 1   |
|------|---------------|------------------------|------|--------|
| 1.   | Reg Towell    | TBird/Fox 35           | 1955 | 1019.5 |
| 2.   | Frank Battam  | "Rabe" Bearcat/Saito56 | 1969 | 987.5  |
| 3.   | Derek Pickard | Epic/ST60              | 1969 | 980.5  |
| 4.   | Murray Howell | Chief/LA46             | 1954 | 973.0  |
| 5.   | Andrew Nugent | Nobler/OS LA46         |      | 789.3  |

## F2B Aerobatics Results.

| Pos. | Entrant    | Rd1     | Rd 2    | Rd 3    | Rd 4    | Total   |
|------|------------|---------|---------|---------|---------|---------|
| 1.   | M. Howell  | 1011.33 | 1054.83 | 1104.83 | 1065.67 | 1079.83 |
| 2.   | R. Towell  | 976.33  | 1045    | 1058.50 | 1077.67 | 1061.33 |
| 3.   | M. Ellins  | DNS     | 1012.17 | DNS     | 999.50  | 1005.83 |
| 4.   | F. Battam  | 933.50  | 978.17  | 974.83  | 973.33  | 976.50  |
| 5.   | D. Pickard | DNS     | 705.83  | DNS     | 437.67  | 571.75  |



F2B 1st place Murray Howell had packed his pull apart model away in it's box. 3rd place Mark Ellins flew his ex Doug Grinham "Black Jack" electric. Reg Towell 2nd competed with his beautiful "Matilda"

Some seriously quick models were in evidence in **Goodyear Team Race** and the aroma of nitro methane was in the air. Rob Fitzgerald was using his lightweight but strong carbon fibre model with a Fora engine and his race time in the first heat of 3:10.44 set a record Australian time. A new Australian record final time was also on the cards but the tank filler valve failed and finished their race. Wilson/Ellins continued to the 200 lap mark to have a comfortable margin over Justic/Baker. Will the final time record be broken at the Nationals?

## Goodyear Team Race Results.

| Pos. | Team                 | Rd 1    | Rd 2    | Final   |
|------|----------------------|---------|---------|---------|
| 1.   | Wilson/Ellins        | 3:33.69 | DNS     | 7:10.34 |
| 2.   | Justic/Baker         | 3:57.66 | 4:19.66 | 7:50.25 |
| 3.   | Fitzgerald/Poschkens | 3:10.44 | DNS     | DNF 127 |
| 4.   | Bailey/Hunting       | DNF 69  | 4:44.91 |         |



*Robert Fitzgerald's Goodyear racing engine.*



Any time close to the five minute mark for 100 laps with two pit-stops and a maximum speed limit of 27 seconds for ten laps is a good result. Ron Lacey and Murray Wilson got an excellent result in Rd 1 and did not bother starting in Rd 2 because they were certain of a final berth. A repeat team performance in the 200 lap final produced another fast time and they finished 20 seconds ahead of the Owen brothers team from NSW. Stein/Justic had their share of first places in the other events of the weekend but had to settle for third place in this one.

27 Goodyear Results.

| Pos. | Team            | Rd 1    | Rd 2    | Final    |
|------|-----------------|---------|---------|----------|
| 1.   | Lacey/Wilson    | 4:57.85 | DNS     | 10:06.87 |
| 2.   | M. Owen/R. Owen | 5:18.97 | 5:32.90 | 10:35.00 |
| 3.   | Stein/Justic    | 5:17.13 | 5:25.44 | 10:56.09 |
| 4.   | Bailey/Roberts  | 5:41.13 | 5:22.78 |          |
| 5.   | Hunting/Baddock | 6:03.25 | 6:18.38 |          |

27 Goodyear Final Teams.



Pilots in 27 Goodyear final.

Harry Bailey, Murray Wilson, Bruce Bellis.



Half A Combat was the last event to be flown at the championships.

With a small entry of four it was decided to fly the event as a round robin with each entrant having a bout against the other competitors. At the end of this process Murray Wilson had 3 wins, Bruce Bellis 2 wins, Harry Bailey 1 win and Keith Baddock had three losses. Keith was using a Cyclon JAK engine that needed a serious whack of the propeller to make it start. The other motors used were all Fora 1.5cc diesels.

Half A Combat Results.

| Pos. | Entrant        | Rd 1 | Rd 2 | Rd3 |
|------|----------------|------|------|-----|
| 1.   | Murray Wilson. | W    | W    | W   |
| 2.   | Bruce Bellis.  | L    | W    | W   |
| 3.   | Harry Bailey.  | W    | L    | L   |
| 4.   | Keith Baddock  | L    | L    | L   |

Reports by the Editor.

Pictures by Neil Baker, Andrew Nugent, Les Varga and the Editor.

















# Master Junior 2.5 Diesel— Latest Changes.

Maris Dislers

Readers will probably be familiar with the Master Junior 2.5cc Diesel engines.

We reviewed the engine extensively in Aero Modeller March 2018 issue. Generally speaking, it's the Russian equivalent to the Ukrainian Fora Junior 2.5cc diesel in design, price and performance. Greg Nelson has received the latest shipment of engines and we noted several changes.

Externally, the blasted finish is less severe and mounting lugs are now spot faced for the screws. A nice touch which ought to reduce the likelihood of mounting screws working loose. The needle valve assembly now has a gland friction nut, rather than relying on the earlier compressed piece of rubber tubing under the mixture needle for the job.

Also apparent is the much reduced sub-piston induction period. Down from 60 degrees to around 16 degrees. SPI is of course intended to augment regular induction via the carburettor. In earlier times where induction was restricted by

*Latest Master Juniors have spot faced mounting screw points, gland nut to hold needle setting.*



*Revised exhaust port (right) almost entirely eliminates the earlier generous sub-piston induction period. Other ports remain essentially unchanged.*

modest crankshaft size (in the interest of keeping engine weight down) this was quite effective. Works with Cox reed valve engines too, owing to restrictive intake dynamics. However there should be no need in a modern engine other than a brief period to balance internal crankcase pressure with atmospheric, before the downstroke. We've noted in our earlier Master Junior that some exhaust gasses are drawn into the engine. Unavoidable, because the exhaust port is not directly exposed to clean airflow. This dilution of fresh charge with contaminated air somewhat reduces the intended benefits of generous SPI. In terms of opening size, the skirt now barely clears the raised lower exhaust edge by about 0.2mm, unlike the earlier generous 1mm high space.

Aside from a raised lower exhaust port edge, cylinder porting is otherwise much the same as before, in port shapes/angles and within a few degrees in duration. Now 152 degrees exhaust, 125 degrees transfers and 127 degrees boost port. Crankshaft timing appears to remain at 185 degrees, but opens/closes 5 degrees later at 45 ABDC and 50 ATDC respectively.

Earlier conrods featured inclined oil feed holes to the high pressure side of big and little end bearings. This is generally considered unwise, on the assumption that oil is more likely to be forced out of that area than find its way in when needed. Also, the orientation of these holes was at one point intentionally changed from front to back by Master Engines. The latest conrods omit them and rely in a more traditional oil hole arrangement. Latest conrods are beefed up slightly between the bearings, with up to 0.5mm extra metal.

The original floating wrist pin with PTFE end pads gives way to one retained by circlips. These clips have no tag, but can be removed easily enough via the little access spot milled into one side of the wrist pin hole. The clips are from significantly larger di-



ameter wire than normal and with inner/outer sides ground flat for a precision fit in the piston grooves. Overall a nice arrangement that eliminates the possibility of losing a tag and less likelihood of a circlip popping out of its groove.

*New beefier conrod no longer has oil holes on high pressure side of bearings. Wrist pin is now retained by circlips, cleverly designed to eliminate lost tag or jumping out of groove.*



## Victorian State Champs Raffle.

There were some great prizes to be had at the raffle organised by the CLAMF club. KMAC President Reeve Marsh claimed the ARC "Smoothie" Stunt model and Reg Towell took home the "ARF Nobler". Greg Nelson was happy with his prize of an O.S 25 FX. Many thanks to all that donated the prizes.

There were 17 lucky prize winners.

1. Reeve Marsh. (Smoothie)
2. Reg Towell. (Nobler)
3. Greg Nelson. (OS 25FX)
4. Mark Poschkens (Cox Black Widow)
5. Harry Bailey. (Demon Kit)
6. Robin Hiern. (Castor Oil)
7. Bruce Bellis. (Selection Box)
8. Roger Virgo. (Red Wine)
9. Rosa Nastico. (Red Wine)
10. Harry Bailey. (Maple Bearers)
11. Murray Howell (Selection Box)
12. Robin Gilbert. (Selection Box)
13. Bernie KMAC (Brodak 15)
14. Colin Ray. (Line reels)
15. Frank Battam. (Chuck glider kit)
16. Rob Fitzgerald. (Honey)
17. Mark Poschkens. (Honey)
18. Murray Wilson. (Taipan props)
19. Frank Battam. (Line reel & props)



VMAA and KMAC President Reeve Marsh won the Smoothie Kit donated by our sponsors at (Wights Hobbies).



# For Sale

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

Control line stunt Discovery Retro 60 engine motor. Complete and in excellent condition  
Serious stunt engine: Discovery Retro 60 complete with header and tuned pipe muffled exhaust. All ready to go. Excellent condition. Fits Stalker 60 engine mounts. Best offer buys  
Packing & mail \$12 Vic, \$20 Qld/WA, USA/UK \$35

Derek Pickard 0419 388 075

[businessmedia@hotmail.com.au](mailto:businessmedia@hotmail.com.au)



## STUNT KITS FOR SALE:

|   |       |
|---|-------|
| Gieseke Nobler kit.                                     | \$175 |
| Skystreak .40 kit.                                      | \$100 |
| Oriental kit.   | \$125 |
| Don Still's Stuka kit.                                  | \$150 |
| Original Nobler kit by Brodak. Rare profile model       | \$150 |
| Dumas Mk 2 Thunderbird kit.                             | \$200 |
| Brodak WW2 Hawker Sea Hurricane stunter kit.            |       |
| Suit .29 to .35   | \$100 |
| Vintage Hearn's Demon replica kits.<br>(five available) | \$50  |

## Collectors' engines and models also available.

Rare green head 1954 Sabre 2.5 diesel showcased in an absolutely immaculate Hearn's Sabre trainer. This model must be seen to be appreciated. \$ 250

Series 66 Taipan 1.5 diesel displayed in superbly built control line trainer \$200

Beautifully built Hearn's Demon Mk 1 Vintage Stunter with a super scarce Bendigo commemorative 5cc glow engine. This engine is No.4 of less than a dozen made and sold. Model appears to have never been flown. \$290

Call Gavan Opperman on 0408 319 491 or email [flyf2b@gmail.com](mailto:flyf2b@gmail.com)

Photos can be emailed if necessary.

Pickup from Beaconsfield, Vic. preferred .

Kits can be mailed. Price on application as individual kits will vary.

|                                    |              |
|------------------------------------|--------------|
| Cipolla 1.5 cc glow x 2            | \$65.00 each |
| CS Olivers NIB (test run)          | \$115.00 ea  |
| Viko F2E RTF models X 6            | \$95.00 each |
| F2D RTF lines                      | \$12.50      |
| F2D engine mounts with bolts       | \$20.00 pair |
| Line reels                         | \$7.50       |
| Thunder Tiger 20 glow              | \$50.00      |
| Fox 36 Combat Special (near new)   | \$165.00     |
| Enya CX11 (6 runs) (Fora NVA)      | \$150.00     |
| Combat Streamers                   | \$           |
| F2D black handles                  | \$25.00      |
| Bladders F2D                       | \$5.00       |
| Straight engine mounts F2E & 1/2 A | \$18.00      |
| F2D shut-offs                      | \$30.00      |
| Fora tool x1                       | \$25.00      |
| Taipan propellers                  | \$3.50 each  |

Contact:- Greg Nelson 0435757710.



# 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.

## TCA Italian glow plugs in Australia.

I have for sale a large range of TCA glow plugs. I have taken delivery of them but I need to complete some testing to enable me to compare the heat ranges, suitable fuels etc.

TCA supply Luca Grossi the current F2A European champion.

There are std type 1/4x32 thread, Nelson style tapered seat with flat coils and the "turbo style" tapered seat.

email: [ah Heath296@gmail.com](mailto: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](mailto:combtkid@hotmail.com)

As some of you already know I have taken over the manufacturing of CL props for Supercool props.

Email me for any enquiries / orders

F2C, GY, Speed, Free Flight & other props available.

Contact Ian Thompson

[iandthompson@msn.com](mailto:iandthompson@msn.com) mobile 0451085325

Be considerate with phone calls. I am in WA & there is a time difference from Eastern States.

Master Junior 2.5cc Diesel engines.

\$175

Master F2D 2.5cc Glow engines.

\$240

Fora Junior 2.5cc Diesel engines.

\$170

Taipan propellers in stock.

Flexible nylon (combat)

7x4, 7x6, 7x6E, 8x4,

8x4E, 8x6.

Hard plastic. 7x6, 9x4 & 9x6.

All props.

\$3.50 each.



Taipan free flight tanks including a free propeller of your choice

\$15.

Combat model carriers in 6 & 4 models

\$75

Handles

\$25

Lines

\$12

[taipanprop@gmail.com](mailto:taipanprop@gmail.com)

Contact:- Greg Nelson 0435757710.

Profi 049 new plus spare P/L and rod \$200

VA 049 RYOT new in box \$100

Super Tigre G15 RVD excellent \$250

OS 60RSR new in box \$500

Burford/Owen GB5 new in box \$600

Rothwell R250 new in box Offers

Rothwell R320 excellent \$500

Kerr 12mm Ø crank for R15 \$30

ROSSI 15 mk11 Crank new \$30

Taipan Tyro new in box \$175

Wayne Wilson Email:- [whyzedman@hotmail.com](mailto:whyzedman@hotmail.com)

## 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

OS Max 30 S NIB \$120

Supertigre X11 BB – single BB NIB \$120

Enya 20S NIB \$100

Cox Tee Dee 049 in plastic case NIB \$90

Philtech 1.5 Red Control line NIB \$120

PAW 2.5 TBR -G 1st model – low NVA NIB \$140

Contact William Deal

[wideal@internode.on.net](mailto:wideal@internode.on.net)

0420 882 392



## AUSTRALIAN CONTROL LINE NEWS

If undeliverable return to:-

**M. Wilson**

**P.O Box 298**

**Seaford 3198**

**Vic**

**SURFACE**

**MAIL**

### 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 \$35 Aus and other countries \$50Aus.

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 an 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:

**M.WILSON**

**P.O. BOX 298**

**SEAFORD**

**VICTORIA 3198 AUSTRALIA**

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

POSTCODE \_\_\_\_\_

TELEPHONE \_\_\_\_\_

EMAIL \_\_\_\_\_



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