

THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 231

Produced by the Victorian Control Line Advisory Committee

70th Nationals Edition.



June 2018

INSIDE THIS ISSUE

Contest Calendars.

Notices.

Around the Clubs.

70th MAAA Nationals at West Wyalong,
Results, Reports and Pictures.

For Sale and Wanted.

PRODUCTION SPECIFICATIONS

**Pease 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
May 27	All-Aussie and Vintage Combat.	KMAC
Jun 3	CLAG flying day	Moe
June 17	Classic FAI , 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	Combined Speed , Vintage Combat.	CLAMF
Sept 29-Oct 1	NSW State Champs.	
	Racing and Speed	Albury
Oct 7	Corflute Combat, F2B & Classic Stunt.	CLAMF
Nov 11	Combined Speed , Warbird Stunt.	CLAMF
Dec 9	Vintage A, Classic B, Classic FAI .	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

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

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.



COMING EVENTS



C.L.A.S. CONTEST CALENDAR 2018

DATE	EVENT	CLUB
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.

Send your articles for publication to Newsletter Editor

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

hbailey@optusnet.com.au

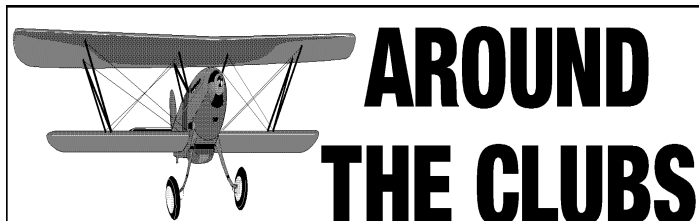
Queensland State Championships Dates.

Sept 8	F2C, F2F, Classic FAI, Goodyear,	
Sept 9	F2A & Combined Speed	Logan
Nov 3-4	F2D, Vintage, Open, 35 Slow, 2.5 Slow Combat.	CLASSI
Aug 4	Brian Burke 500 Lap 27 Goodyear Race at	TBIRDS
Contact Mark McDermott Email: mark_mcd@bigpond.com		

Western Australia Contest Calendar.

DATE	EVENT	VENUE
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 Remembrance Day	LUMEN CHRISTI
Sep 16	CLAW Combined Speed	WAMASC

Contact: Trevor Letchford. tletchfo@westnet.com.au



CLAMF Club competitions are normally held on the second Sunday of the month but as that day is Mothers Day the competition was brought forward a week to avoid a clash of priorities. The weather was perfect for flying.

As the Nationals had only been completed less than a week earlier the day was a low attendance affair with some fun speed flying and the Coreflute combat models were also given an airing for anyone that was willing to pick up a handle and have a go.



At the lunch break Mark Ellins was presented with the Graeme Wilson, Vic State Championships "Champ of Champs Memorial Trophy"



Left:- A rather tired and overworked PAW 19 in a Coreflute model that was in need of a bit more airspeed. It did however provide a target streamer tow and some streamer cutting practice for Nathan Baddock. (Pictured right).



Combined Speed Results 6/5/2018

Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	K. Hunting	1/2 A	Proto OS 10 glow	27.26	27.52		27.26	132.06	94.57%
2	M. Wilson	FAI	Profi	12.82	N.E.L	bang !!	12.82	280.81	94.31%
3	H. Bailey	1/2 A	Proto OS 10 Diesel	33.53	32.84	33.47	32.84	109.62	78.50%
4	H. Bailey	Class 1	OS CZ11 PS	18.95			18.95	189.97	77.26%
5	R. Hiern	Classic FAI	1970,s TWA & MOKI s6t	21.43	21.99	25.59	21.43	168.03	65.86%
6	R. Hiern	Vint/FAI	Moki S3	N.E.L	N.E.L	26.04	26.04	138.25	62.29%
7	K. Hunting	Class 1	Nova Rossi 12	N.E.L	28.60	23.80	23.80	151.26	61.51%



The 70th MAAA Nationals held in West Wyalong NSW. Results, Reports and Pictures.



The New South Wales Free Flight Society in conjunction with the host club, the West Wyalong Model Aero Club, were pleased to host the 70th National Model Aircraft Championships.

The 70th National Championships featured more than 84 events across eight days at five sites situated within 15 minutes of West Wyalong from 23 April to 30 April 2018.

From aerobatics to graceful gliders, replica scale models to exciting control line combat, the Championships had something for everyone, from novice flyers to the most experienced.

The Control Line hard surface was at the West Wyalong Airfield. The tarmac had been sealed to prevent damage from spilled diesel fuel, the circles had been marked out with paint and a wire safety cage had been erected around the whole circle.

The grass circles were situated at two different ovals. The McAlister oval was within walking distance of the town centre, it had full grass coverage and was an excellent flying site that was used for most of the Aerobatics competitions.

The Redman Oval was a short drive along the Newall Highway towards Wyalong and was used for Combat, Racing and some of the Stunt flying. The grass coverage was a little patchy and the bare patches were dry and gritty as substantial rain had not fallen in West Wyalong for quite some time.

Competitions started on Tuesday morning at the three C/L venues. With different classes of competitions taking place simultaneously some competitors who had entered multiple events had to divide their day up to fit in what they could as best as possible.

In general the weather co-operated and flying conditions were favourable for model flying. The one day that caused postponement of flying for all aircraft disciplines was Thursday when the wind was gusting around 40 KPH. The C/L schedule was re-shuffled and by the end of the week, all competitions were concluded with the exception of F2F team race.



Combined & Jet Speed Results.

Pos.	Entrant	Class	Rd 1	Rd 2	Rd 3	Speed in KPH	Percentage	Engine	
1.	R. Hiern	Class 1	15.45	15.66	16.52	233.00 KPH	94.8%	Nova Rossi .12	1st Place
2.	R. Hiern	Class 5	15.10	15.23	15.54	238.4 KPH	88.0%	Nova Rossi .21	
3.	J. Jacobsen	Proto	29.61	27.72	-	209.05 KPH	87.0%	LRP .30	2nd Place
4.	F. Jacobsen	Proto	54.32	29.54	-	196.17 KPH	81.705	LRP .30	3rd Place
5.	A. Nugent	Class 1	18.59	18.48	19.52	194.80 KPH	79.20%	Nova Rossi .12	
6.	H. Bailey	Class1	19.10	19.22	19.07	188.80 KPH	76.80 %	OS CZ11PS	
	K. Hunting	Class 1	NT	NT	NT			Nova Rossi .12	
	J. Jacobsen	Class 2	NT	NT	NT			LRP .30	
	R. Justic	Class 2	NT	NT	NT			AC .29	

Jet Speed

J. Walker Sport Jet 242 Att - 242KPH - Jet Bill

5 other contestants entered but did not fly.

John Walker was the only jet flyer. On his second attempt, the jet came out of the dolly, ran into the circle and started doing some very noisy spins before stopping. The model survived unscathed but the lines were a tangled mess.

Robin Hiern had the two highest percentage times but was only entitled to claim one trophy. Fran and John Jacobsen got



Andrew Heath to be their proxy pilot for Proto and Class 5.
All classes (except Jet) used the regulation 10% nitro fuel.

The following **Combined Speed report** from Robin Hiern AUS 8960

The first C/L event held at these Nats took place at the West Wyalong airport on the apron outside the clubhouse, it was a bitumen surface of a fine grade of stones, not as rough as most airfields but not as smooth as concrete.

The circle was enclosed by a wire mesh safety fence, which had to be shifted each night in case a full size aircraft landed, then dragged back in position again in the morning.

Unfortunately there was a maximum line length of 60 feet due to the diameter of the fence which meant open jets, .40's and .60's could not compete.

Weather was hot with very little wind on first day, getting cooler later in the week.

An entry of 12 flyers was received but a few did not turn up!

Of the Class 1 models of the Vic Speed team, Andrew Nugent and Harry Bailey got 3 times each. Ken Hunting had a new model with a new Nova Rossi .12, but it was too tight to run OK, and over propped, so did not get a flight time. After I did a bit of loosening and internal work/running in, we got it to run OK the week later at our speed comp at Frankston.

Novas seem to be set up a lot tighter these days, the last 3 I got were all too tight for speed.

I flew my old Nova Rossi .12 to first place and my Nova .21 had the second highest percentage. Happily both performed perfectly. I have been doing a lot of development on these motors both on the bench and in the air, over the last 18+ months since the new 10% nitro rule came in. I think the rule change was a great move.

Ric Justic tried his AC piped .29 model but did not have any success.

As not enough records had been set under the 10% rule it was decided to base the percentages on the old open fuel records as they have been evolved over many years. This was a great solution.

Thanks to the officials /timekeepers for a good job, and also my "Vic speed team" crew for their help. I appreciate it.

Meanwhile, over at the Redman Oval, **F2D Combat** was taking place. The nine entry competition lasted for six rounds. Robert Owen was the outright winner. Richard Bellis from W.A. had to fly off against Michael Comiskey from N.S.W. to decide 2nd and 3rd place.



F2D Combat Results.

Place	Entrant	Rd 1	Rd 2	Rd 3	Rd 4	Rd 5	Rd 6
1.	R. Owen	W	W	W	L	W	W
2.	R. Bellis	W	L	W	W	L	W
3.	M. Comiskey	L	W	W	W	L	L
4.	M. Wilson	L	W	W	L		
=5.	M. Poschkens	W	L	L			
=5.	I. Thompson	L	W	L			
=5.	B. Bellis	W	L	L			
=5.	G. Nelson	L	W	L			
9.	R. Phippen	Bye	L	L			

*Pictured here are the top F2D teams. L to R:-
Bruce Bellis (mechanic) Richard Bellis 2nd, Andrey Shkatov (visitor from Russia. Owner of "F2D Service" website and sales) Robert Owen 1st, Michael Owen (mechanic) Michael Comiskey 3rd, Eric Nutter (mechanic)*

F2C Team Race Results

Pos.	Team	Rd 1	Rd 2	Rd 3	Rd 4	Final
1.	R. Fitzgerald/M. Ellins	3:11.97	DNF	3:10.22	-	6:24.11
2.	R. Justic/R. Lacey	DNF	3:08.84	DNF 36	-	6:34.19
3.	G. Potter/R. Harvey	4:45.56	4:06.89	3:21.00	3:40.19	DNF
4.	M. Wilson/M. Poschkens	3:42.28	3:25.26	3:44.94	DNF 86	
5.	H. Bailey/K. Hunting	DNF 0	DNF 1	DNS	DNS	

A small but top class group of entries were in attendance on Wednesday morning for the F2C rounds one and two.

All heats were drawn as three ups but the Bailey/Hunting model nosed over on take off



breaking the propeller in round 1 and the model used in round 2 had a shut-off that would not remain open so those two races went the whole way as two up. Best time of the day was the 3:08.84 of Justic/Lacey.

The strong wind on Thursday made flying impossible so the racing was postponed till Saturday.

Bailey/Hunting withdrew and all remaining teams decided to have two up races as only four teams were left in contention. Fitzgerald/Ellins improved on Wednesday's time by 1.7 seconds.

The final race was going well for all teams until at the second pit stop Grant offered pitman Ray a difficult catch that he failed to collect and so the other two teams fought it out to the end with the current World Champions edging out Justic/Lacey by a ten second margin.



G. Potter R. Harvey M. Ellins R. Fitzgerald R. Lacey R. Justic

Class 2 Team Race Results

Pos.	Team	Rd 1	Final
1 st	Wilson/Poschkens	Times not available.	10.23.15
2 nd	Bailey/ Hunting	Times not available.	12.21.36



Wilson/Poschkens Bailey/Hunting

Only two teams made it to the start line for **Class 2 team race**. Harry and Ken had the tried and tested Montezumas Revenge/Nova Rossi .21 and Wilson Poschkens were using Nelson .29 power. A problematic heat was run and then the final 140 lap race was held. Wilson/Poschkens were away quickly but the Bailey/Hunting model refused to start until a blown plug was detected and replaced. Mid race the Nelson also blew a plug.

Whilst both models were in the air the Nelson had a speed advantage over the Nova Rossi but it was reliability that made the main telling difference in race performance. The 12 minute time is over double the Race record that was set by Harry's same model/engine at the Nowra Nationals in 2000.

Half A Combat results.

Pos.	Entrant	Rd 1	Rd 2	Rd 3	Rd 4	Rd 5	Rd 6	Rd 7
1.	M. Wilson	W	W	W	W	Bye	L	W
1.	R. Owen	L	W	W	W	W	W	L
=3.	R. Bellis	W	W	L	Bye	L		
=3.	I. Thompson	W	W	L	L			
=3.	M. Dislers	L	W	W	L			
6.	B. Bellis	W	L	L				
=7.	M. Ellins	L	L					
=7.	G. Nelson	L	L					
=7.	H. Bailey	L	L					

Wednesday afternoon saw the running of **Half A combat** at the Redman Oval. The wind had started to increase but not enough to cause any flying problems. A truly National competition

with most States being represented.

There weren't any home made models in evidence with most of the models being ready made in the Ukraine and engines used were mainly Diesel Fora's or Cyclon Jak's.

Murray Wilson and Robert Owen were the stand out pilot performers and it was those two flyers that had to have a final fly off bout. Murray came out on top. Richard Bellis was placed third.



G. Nelson and his mechanic R. Gilbert from S.A.



1st Murray Wilson
2nd R. Owen
3rd R. Bellis



Half A Combat final bout.
R. Owen M. Wilson

Vintage A Team Race Results

Pos.	Team	Final	Model
1.	R. Justic/P. Stein		Dimpled Dumping
2.	H. Bailey/K. Hunting		Olympian
3.	M. Wilson/N. Baker		Olympian

What should have been at least a six entry field in **Vintage A T/R** was reduced down to three by the time practising was over due to model breakages or problems.

As a result it was straight into a final race. Justic/Stein showed off their usual slick racing style and raced to a win in front of Bailey/Hunting. Things did not go well for Wilson/Baker and they could only manage the bronze medallion. Unfortunately, the race times were not available for publication.



Three of the Vintage A models that did not make it to the start line.

Junior 2.5cc Rat Race

Pos.	Entrant	Rd 1	Rd 2	Rd 3	Rd 4
1.	Jenson Miles	<u>90 laps</u>	83 laps		
2.	Chilton Miles	54 laps	45 laps	85 laps	<u>89 laps</u>
3.	Ashton Miles	36 laps	<u>85 laps</u>		

The effort that was put in by the Miles brothers at the Nationals is to be applauded. John, their father built the models and Jenson, Chilton and Ashton flew them brilliantly in this their first ever C/L competition.

It's nice to see some Juniors taking part and enjoying themselves and we wish them well for the future.



F2A Speed results.

Pos.	Entrant	Flight 1	Flight 2	Flight 3	Flight 4
1.	Andrew Heath	288.50Kph	290.53Kph	Att	-
2.	Murray Wilson	276Kph	278.67Kph	281.07Kph	-
3.	Ian Gapps	-	262.08Kph	152.54Kph	-
4.	John Jacobsen	244Kph	-	229.35Kph	237.4Kph
5.	Richard Bellis	Att	-	Att	-
5.	Richard Justic	Att	-	Att	-
5.	Ian Thompson	-	Att	Att	-

It's unfortunate that three of the F2A competitors failed to record a flight time but such is the nature of this technically challenging class.

Andrew Heath flew as a proxy pilot for John Jacobsen's home built all carbon fibre model.

Ian Thompson had the misfortune of his model coming out of the dolly and diving into the tarmac. The engine kept running with a broken propeller until Andrew Heath managed to get his foot on the wing and then stop the engine running but by that time the model had disintegrated. Ian then used a second model but could not manage to get a time. Andrew's first two flights were the fastest of the competition.



Murray Wilson Andrew Heath Ian Gapps

2.5cc Rat Race results.

Pos.	Team	Final
1.	M. Wilson/M. Poschkens	504 laps
2.	M. Owen/R. Owen	401 laps
3.	K. Hunting/ H. Bailey	369 laps

All the models used were old F2C racers fitted with big tanks. Owen/Owen were having problems on take off as the model persisted in nosing over and breaking props (4 times). Murray used the full extent of his piloting skills but pilots Michael and Ken were content to conserve energy during the 20 minute final.



Open Rat Race Results.

Pos.	Team	Heat 1	Final
1.	G. Potter/R. Harvey	DNS	5:20.50
1.	M. Wilson/R. Fitzgerald	DNF 54	5:27.32
2.	H. Bailey/ K. Hunting	4:59.09	7:56.95
3.	R. Justic/R. Owen	DNF 34	DNF 91
4.	G. Nelson/R. Gilbert	DNF 1	



Australia must be the only place in the World where this he-man class is still flown. When they work, these .40 sized models are quick and pull hard.

Grant Potter and Ray Harvey were assisted by battery boy Ric Justic to win the event and claim the Greg Pretty Memorial Trophy.

27 Goodyear Results

Pos.	Team	Rd 1	Rd 2	Final
1.	P. Stein/R. Justic	5:08.10	DNS	10:56.00
2.	M. Owen/R. Owen	6:27.00	5:30.09	11:22.85
3.	R. Lacey/M. Wilson	5:03.16	DNS	DNF 111
4.	H. Bailey/K. Hunting	6:23.40	5:33.25	
5.	C. Miles/A. Heath	5:34.84	5:34.15	
6.	H. Pool/W. Leadbeatter	5:36.00	DNF	
7.	A. Miles/A. Heath	5:36.12	5:46.19	
8.	J. Miles/R. Fitzgerald	6:27.03	5:38.93	
9.	G. Potter/R. Harvey	7:21.22	DNF 78	
10.	G. Nelson/R. Gilbert	DNF 45	DNS	

Some close times as is usual for this 27 Goodyear event. Murray and Ron were going well in the final until the wheel dropped out of the model causing a DNF.



Left:- Some of the 27 G/Y Teams.

Goodyear results.

Pos.	Team	Rd 1	Rd 2	Final
1.	G. Potter/N. Baker	4:58.09	3:44.06	8:13.8
2.	M. Wilson/M. Ellins	3:23.84	DNS	DNF 89
3.	R. Justic/ R. Owen	3:49.15	DNS	DNF 52
4.	H. Bailey/K. Hunting	6:15.60	4:43.41	

A notable absentee from the contest was Rob Fitzgerald and his super quick model. Rob injured his leg during the night scramble on the evening before the race and was not fit enough to compete. Neil Baker was overjoyed to win the Greg Pretty Memorial trophy.



Open Combat results.

Pos.	Entrant	Rd 1	Rd 2	Rd 3	Rd 4	Rd 5	Rd 6
1.	A. Caselli	W	W	W	L	W	
2.	K. Maier	W	L	W	W	W	L
3.	W. Leadbeatter	W	W	L	L		
4.	G. Nelson	L	W	L			
=5	M. Comiskey	L	L				
=5	R. Phippen	L	L				

Top three happy combateers.



Vintage Combat Results.

Pos.	Entrant	Rd 1	Repechage	Rd 2	Rd 3	Rd 4	Rd 5
1.	M. Wilson	W	-	W	W		W
2.	K. Maier	L	W	W	W	L (Withdrew)	
3.	M. Dislers	L	W	W	W	L (DQ)	
=4	H. Bailey	W		W	L		
=4	A. Caselli	W		W	L		
=4	G. Nelson	L	W	W	L		
=7	M. Poschkens	W		L			
=7	R. Owen	W		L			
=7	R. Gilbert	L	W	L			
=7	R. Fitzgerald	L	W	L			
=7.	M. Ellins	W		L			
=7.	W. Leadbeatter	W		L			
=13	M. Comiskey	L	L				
=13	R. Phippen	L	L				
=13	W. Bollinger	L	L				

At the end of the contest there were three potential award winners. Ken Maier had to fly a bout with Maris Dislers to decide third place and during the bout both models crashed. Maris was able to re-start but on take off his model did multiple loops before hitting the ground again. Ken's model was left un-flyable. After reference to the rule book, Maris was disqualified for not flying level at take off so he got a loss. Ken Maier had used and broken his three allowable models and could not make a useable one from the three of them so he had no option than to withdraw. This meant that Murray won the final bout without having to fly and so finished the contest with a clean sheet of wins.

During the contest it was noticed that some of the written rules needed some clarification as they were not clear on some points. This will be done before the next rules conference. Maris Dislers offered to be the co-ordinator for this process.

Classic B Team Race Results

Pos.	Team	Rd 1	Rd 2	Final
1.	R. Lacey/P. Stein	3:04.59	DNS	6:11.13
2.	M. Wilson/M. Ellins	3:03.65	DNS	6:16.25
3.	M. Owen/R. Owen	4:59.59	3:20.03	DNF 33
4.	H. Bailey/K. Hunting	3:55.25	3:20.78	

It was a close call as to which team could get third choice in the final race and the Owen brothers got the ex John Hallowell "Flying Purple People Eater" in there by 0.75 seconds. The top two teams had very competitive times in the heats and the final but Paul was able to complete a Vintage A and Classic B double with his signature "grey" models.

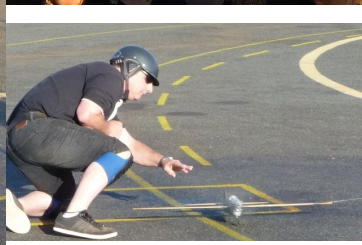
Classic FAI Team Race Results

Pos.	Team	Rd 1	Rd 2	Final
1.	R. Fitzgerald/R. Lacey	3:56.43	DNS	8:23.95
2.	M. Wilson/M. Poschkens	4:37.62	4:24.75	9:12.72
3.	R. Justic/P. Stein	4:23.35	DNS	9:13.13
4.	G. Potter/N. Baker	4:25.15	4:24.81	
5.	H. Bailey/K. Hunting	4:28.74	4:41.84	
6.	R. Bellis/I. Thompson	5:16.61	4:33	
7.	A. Nugent/ M. Ellins	4:40.10	DQ	

Of all the racing events at the Nationals, **Classic FAI** was the one that provided the best overall great racing with competitive times from all entrants, all the models worked and were reliable. Of the engines used, there were three Nelsons, two Foras, one Parra and the winners (Fitzgerald/Lacey) used a Cipolla. The only non finish of the day was when Andrew Nugent snagged the lines of the Bailey/Hunting model whilst landing.

Vintage Combat had the largest entry of all the C/L events.

Anduril models were in abundance and engine types were numerous and came in diesels and glows.



F2B Aerobatics had great attendance with all States represented and it was also nice to welcome Masura Hiki from Japan. In F2B Expert there were a total of 19 entries with 17 of those competing and Advanced had 12 entries , all flying four rounds over four days.

There was very little difference in points between the top four flyers in F2B Expert, so a close battle was ensured for placings.

F2B Expert Results

Pos.	Entrant	Rd 1	Rd 2	Rd 3	Rd 4	Total
1.	M. Howell	1077.10	1060.37	1032.17	1083.63	1073.70
2.	M. Hiki	1014.23	1035.37	1007.30	1038.17	1029.26
3.	J. Parisi	1012.50	1011.83	967.77	1033.97	1019.49
4.	M. Batty	1013.67	1041.20	989.70	998.77	1017.88
5.	P. White	938.00	939.67	873.93	981.63	953.10
6.	R. Towell	915.40	924.57	918.37	967.93	936.96
7.	F. Battam	898.93	931.63	876.33	923.67	918.08
8.	B. Hoffmann	902.23	923.53	858.37	920.47	915.41
9.	T. Bonello	901.47	883.47	839.33	902.87	895.93
10.	M. Ellins	865.40	902.97	872.03	902.70	892.57
11.	B. Frederickson	859.97	839.27	862.37	914.57	878.97
12.	P. Allen	807.17	869.00	822.63	887.17	859.60
13.	S. Bakac	832.80	856.97	792.67	849.90	846.56



F2B Advanced Results.

Pos.	Entrant	Rd 1	Rd 2	Rd 3	Rd 4	Total
1.	G. Van Kampen	803.25	764.50	-	805.25	791.00
2.	D. Campbell	731.75	758.00	687.25	739.75	743.17
3.	J. Prosser	694.00	711.75	594.75	703.75	703.17
4.	J. Morfitt	688.00	746.00	-	635.00	689.67
5.	D. Keysecker	625.25	676.00	-	603.50	634.92
6.	R. Field	614.25	616.50	-	649.75	626.83
7.	T. Clifford	608.75	611.25	511.25	659.75	626.58
8.	J. Fry	490.25	614.00	534.00	672.50	606.83
9.	A. Roadknight	604.50	643.00	297.00	533.75	593.75
10.	W. Williams	456.00	465.00	-	488.75	469.92
11.	J. Clark	90.50	-	-	-	30.17



Classic Stunt Results.

Pos.	Entrant	Rd 1	Rd 2	Score
1.	M. Howell	13	<u>542.75</u>	542.75
2.	T. Bonello	<u>529.75</u>	503.5	529.75
3.	P. White	469	<u>512.5</u>	512.5
4.	J. Prosser	436.75	<u>496.5</u>	496.5
5.	P. Allen	431	<u>495.5</u>	495.5
6.	J. Morfitt	407.5	<u>481.75</u>	481.75
7.	G. Van Kampen	423.25	<u>473.5</u>	473.5
8.	R. Towell	131	<u>445</u>	445
9.	T. Clifford	399.25	<u>442.5</u>	442.5
10.	F. Battam	<u>434.25</u>	428.5	434.25
11.	J. Fry	376.25	<u>399.5</u>	399.5
12.	A. Nugent	DNS	<u>387.75</u>	387.75
13.	R. Marsh	DNS	<u>359</u>	359



Vintage Stunt Results

Pos.	Entrant	Model	Year	Engine	Year	Rd 1	Rd 2	Static	Score
1.	M. Howell	Ringmaster	1947	Frog 500	1949	162.5	<u>168</u>	124	292
2.	F. Battam	Jamison	1947	Atwood .51	1948	149.75	<u>162</u>	124	286
3.	P. White	Jamison	1947	Atwood .51	1948	160	<u>102.75</u>	125	285
4.	B. Frederickson	Jamison	1947	Atwood .51	1948	<u>160.5</u>	152.75	123	283.5
5.	M. Dislers	Wombat	194?	-	-	142	<u>157.25</u>	116	273.25
6.	D. Keysecker	Jamison	1947	K & B .29	1948	<u>153</u>	149.75	117	270
7.	T. Clifford	Jamison	1947	Atwood.49	1948	120	<u>144.25</u>	124	268.25

8.	V. Richard Smith	Stuka	1951	Fox .35	1952	6	<u>150</u>	105	255
9.	R. Marsh	Demon	1952	Enya .29	1955	<u>144.25</u>	130.5	102	246.25
10.	J. Fry	Feno	1955	O.S .35 S	1962	<u>151.75</u>	<u>161.75</u>	79	240.75
11.	A. Matheson-Harrison	All Australian	1952	Sabre .49	1951	<u>98</u>	DNS	106	204

Stunt notes:-

This is THE FIRST NATS where the winner of F2B, Classic and Vintage were all won by the same person. Congratulations to Murray Howell for a mammoth effort.

Also of note, the medal won by Murray for Classic Stunt was presented to the owner of the "Chief" model (Denis Percival) that Murray flew. The medal for Vintage Stunt was presented to Doug Grinham's widow. (Well done Murray).



2nd F. Battam

1st M. Howell

3rd P. White

Stunt Notes and report from Warren Williams.



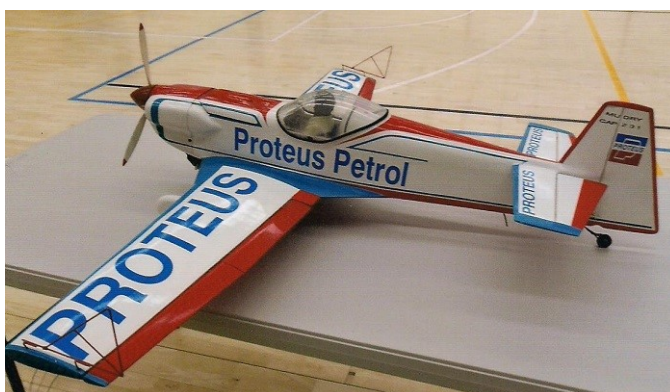
2nd Bruce Hoffman (Proteus Cap 21)

3rd Dennis Percival (SE5) proxy flown by Andrew Heath



F4B Control Line Scale.

1st Tony Bonello (Mitchell B25)



To commemorate the running of the 70th Nationals in it's traditional all inclusive categories format, it was decided to print this edition in full colour for our newsletter subscribers.

Thanks go to all the following people that contributed photographs for use in the publication.

Andrew Nugent, Margaret Battam, Neil Baker, Warren Williams, Warren Leadbeater and me the Editor.





Vintage Combat flyers and mechanics after the event was over.



Mechanics Grant Potter and Eric Nutter during F2D Combat.



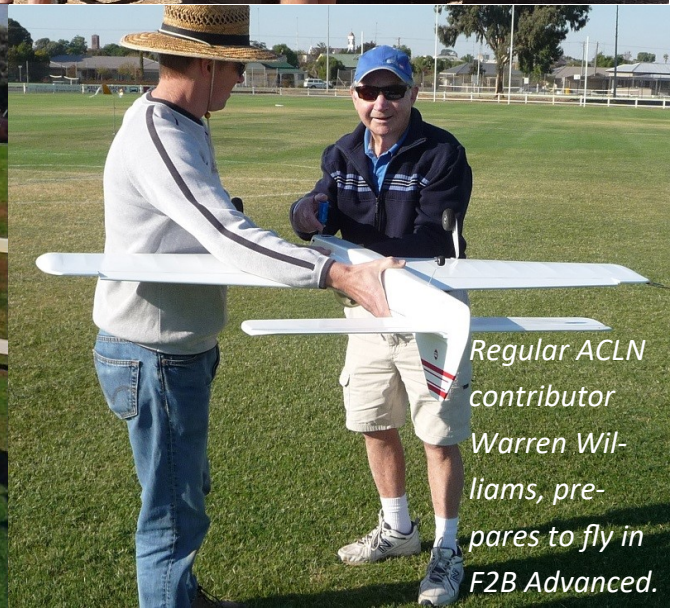
Fresh Yabbies for entree at the free flight field camp site.



The local "Men's Shed" members catered at the Airport on every contest day.



Japanese entrant Masura Hiki placed second in F2B Expert



Regular ACLN contributor Warren Williams, prepares to fly in F2B Advanced.



Warren Leadbeatter's arial shot of combat at the Redman Oval.



*Top left:-
John Walker with
his jet in the com-
bined speed pits.*



*Top right:-
Ian Gapps pilots his
F2A model.*



*Left:-
Humphrey Poole
and Greg Nelson
during 27 Good-
year.*



*Right:-
Two of the Miles
brothers flying jun-
ior Rat Race.*



*Left:-
Robin Hiern with his
1st place Class 1
speed model along
with mechanics
Andrew Nugent and
Ken Hunting.*



*Right:-
M. Ellins and R.
Phippen flying a
Vintage Combat
bout.*



Murray Howell holds aloft the "C.L.A.S. Nationals Aerobatics Trophy" awarded for winning F2B Expert.

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 _____

For Sale

"SV Novar". Randy Smith designed F2B model built by



Doug Grinham, model has been repaired, new OS 60 motor, ready to go, fully competitive. Sell for \$240. Call for details. Can bring to NSW State Champs in June.

OS 35 Engine (new) \$95

Tigre 46 Engine (New) \$95

Warren Williams

Mob 0414400098

Email:- Beachesbargainkitchens@hotmail.com

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.

(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

Photos can be emailed if necessary.

Pickup from Beaconsfield, Vic. preferred .

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

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

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

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 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

Contact:- Greg Nelson 0435757710.

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

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.

Big Art Tube Muffler to suit Super Tigre 46 – brand new
\$25.00

Contact William Deal

wdeal@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

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

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