

THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 244

Produced by the Victorian Control Line Advisory Committee



August 2019 INSIDE THIS ISSUE

Contest Calendars.

Notices.

Around the Clubs.

The Great Sabre Conspiracy.

F2 European Championships Results.

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 2018/19

DATE	EVENT	CLUB
Aug 11	Carrier, 27 Goodyear.	CLAMF
Sep 8	Combined Speed , Vintage Combat.	CLAMF
Oct 5-7	NSW State Champs.	
	Racing and Speed	Albury
Oct 20	Corflute Combat, F2B & Classic Stunt.	CLAMF
Nov 10	Combined Speed , Warbird Stunt.	CLAMF
Dec 8	Vintage A, Classic B, Classic FAI .	CLAMF

2020

Season Opener.

Jan 2-5	2020 Grand Prix.	
	Events TBA	Twin Cities Cub, Albury

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:- Steve Vallve 04099 35358

Email:- knoxmacvic@gmail.com

Web site :- <https://sites.google.com/view/knox-model-aircraft-club/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

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COMING EVENTS



C.L.A.S. CONTEST CALENDAR 2019

DATE	EVENT	CLUB
Aug 4	AGM	KMFC
Aug 11	Classic Stunt.	SAT Ashford Reserve
Aug 11	Peacemaker Day	KMFC
Aug 23-25	Cowra Oily Hand Diesel Weekend	Cowra
Sep 8	Combat. Slow and Vintage.	KMFC
Sep 14-15	Rocky Rally Classic B T/R and Fun Flying.	
Sep 22	F2B Aerobatics	SSME Luddenham
Sep 29	Gordon Burford Day	KMFC
Oct 5-7	NSW STATE CHAMPIONSHIPS RACING and SPEED ***	Twin Cities Albury
Oct 13	F2B Aerobatics	SAT Ashford Reserve
Oct 20	Vintage/Classic Stunt Fun Fly	SAT Ashford Reserve
Oct 27	Combined Speed, DGY and other Racing	SSME at Luddenham
Nov 3	Classic Stunt	Doonside at Whalan Reserve
Nov 10	DGY, Speed, Weatherman TR	KMFC
Nov 24	KMFC Christmas Party and Fun Fly	KMFC.
Dec 1	F2B Aerobatics.	Doonside. Whalan Reserve

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.

*** = World Championships team qualifying round.

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2019 Clasii Ipswich Calendar

STATE CHAMPS

10th- 11th August, All Combat, F2D, Open, Vintage,
35 Slow, 2.5 Slow.

2nd – 3rd November F2A, F2C, F2F, Open Goodyear,
Classic Fai, Speed,

Club Comps

Sat 13th July, 21 Bendix, 2.5 Simple Rat

Sat 14th December, Xmas Break Up.

Vintage Combat,

2.5 Slow Combat

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2019 Annual Brimbank Falcons

Vintage Combat day.



It was a very damp flying field as well as a cool & blustery winter's day in Melbourne which greeted five cheerful combat fliers for the 12th running of the annual **Brimbank Falcons Vintage Control Line Combat** event which had been cancelled the month before due to bad weather.

Nothing was going to stop these guys from getting up the air to do some combat this time.

The event was first run around 2007 at the now non none existent Brimbank club field over in the north west side of Melbourne.

For a couple of years prior to the Brimbank club folding, the event use to be held in conjunction with the Gippsland Club day at Knox. After the Brimbank CL Club folded, a few of its members joined KMAC based in Knox & since then, the event has been run as a traditional annual occasion in name of the former club.

After the combat guys tested some models & tuned their engines, by late morning, the event was off & running. The wind gusts had also started to settle & the sun was beginning to shine through the cloud cover which had been there through to the late morning.

First up were Mark & Harry. Harry's model had engine tune problems right from the start with the engine cutting on take-off numerous times, where as Mark was off right at the start siren & stayed up in the air the full 4 minutes resulting in a comfortable win for Mark.

Ken & Tony were next. Both models were off at the launch signal & both models were honking with Ken's model having a slight speed advantage. Within the first few seconds of the start combat signal given, Ken had made one of a combat fliers worst mistakes, he had taken all of Tony's streamer & also glanced his model in the pass, putting Tony's model in the deck. Soon Tony was back in the air & Ken, after trying to avoid Tony for around another half minute, the inevitable, mid air took place resulting in both competitors models losing their outboard wings. One cut all & Tony took back to the air trying to make up lost airtime. Ken didn't want to risk restarting a rather muddy but near new K12/15 engine after it had tent pegged into the soft ground.



Ken Maier/"Anduril"

Mark Ellis/"Anduril"

Murray Wilson/ "Chaos"

Next up was Harry with another model & engine up against Murray.

Harry was warmed up, his model's engine was on song & his flying had by now, markedly improved.

Both competitors scored 2 cuts each with Murray having an airtime advantage. With both Tony & Harry out of lives & out of the event, Ken had one win & was relegated to 3rd place in the competition. Mark & Murray were at 2 wins each & met each other in the final.

Both Mark & Murray had flown very consistently throughout the event & after a very cleanly flown final with one cut each, Mark avoided losing to a closely following Murray, staying on his tail in the last minute hoping to score the winning cut, to emerge the finals winner with around 16 seconds more airtime.

Many thanks go out to those who helped stage the event, notably Robin Hiern, Ken Hunting & Reeve Marsh who helped out with CD ing, cut counting & time keeping.

1 st	Mark Ellins	Anduril MK I / Parra 15 SSC	W	W	W
2 nd	Murray Wilson	Orchrist / Parra T3 (Oliver Replica)	W	W	L
3 rd	Ken Maier	Anduril MK I / R250 & K12/.15	L	W	L
=4 th	Tony Caselli	Anduril MK I / R250	L	L	
=4 th	Harry Bailey	Stockport Warlord /Parra .15 SSC	L	L	

ALL AUSSIE DAY 2019

Well the week leading up had some of the most sublime winter weather. However it didn't last and we had another bleak day for the contest. Thanks to all the folks who turned up to participate, some being rewarded with kits from Francis Grassham and R/C Gear and engines from Col Collyer. There were two events scheduled on the day

1. The All Aussie, designers and constructors competition comprising of static and flying elements
2. Brimbank Memorial Vintage Combat

From the table you can see it was a lay down misere for Dave Nobes with his semi scale Tempest. Not only that but he received a 4th place for his Livewire III F2B own design. Ken Maier made second with his Glow Chief 29 powered HH Demon. Bringing up third place was Harry with his Galaxie B Team racer.



Entry Number	Model	Entrant	STATIC VOTES			SUB TOTAL	FLIGHT SCORE	TOTAL POINTS	Place
			1st Place	2nd Place	3rd Place				
			No of Votes x 5	No of Votes x 3	No of Votes				
1	Kawasaki Hein	Bernie Cosgriff		2	1	7	DNF	7	7th
2	Proto Speed Original	Robin Hiern	2		3	13	DNF	13	5th
3	2cc Speed	Robin Hiern		2	2	8	DNF	8	6th
4	Tempest	David Nobes	9	1	1	49	DNF	49	1st
5	Ramrod	David Nobes			1	1	DNF	1	=10th
6	Livewire III	David Nobes	1	3	1	15	DNF	15	4th
7	Dazzler	Derek Pickard			1	1	DNF	1	=10th
8	Aeroflyte Spitfire	Reeve Marsh		1	1	4	DNF	4	9th
9	Aeroflyte Spitfire	John Budge				0	DNF	0	13th
10	Predator	Steve Vallve	1		1	6	DNF	6	8th
11	Backtrack Team Racer	Harry Bailey			1	1	DNF	1	=10th
12	Galaxie B Team Racer	Harry Bailey	2	2		16	DNF	16	3rd
13	Hearns Hobbies Demon	Ken Maier	1	5	2	22	DNF	22	2nd



Entry 5



Entry 4



Entry 7



Entry 6



Entry 2



Entry 1



Entry 13



Entry 12



Entry 10

It was also evident that none of the models flew due to strong winds. This was disappointing but not uncommon for events held at this time of year. To encourage lesser experienced pilots two patterns were offered and an algorithm created to normalise scores to give every one a chance of winning. Maybe next year we'll get into the air on the day.



Entry 3

The Great Sabre Trainer Conspiracy

"Where have all the modellers gone", no, not the popular folk song by Peter, Paul and Mary but the dirge heard from modellers when they gather and reflect upon how few they have active in their midst. Back in the 1950's they were everywhere, the kids you grew up with, went to school with, so many had an interest in planes to some degree. Was it just a passing phase with most of them, or was there perhaps another sinister reason for their demise?

Many reasons have been advanced for this state of affairs, most of them valid, but I have a theory which might be included amongst the hundreds. This theory was born out of being there at the time, some first-hand experience and some direct observation all of which only became clear with that marvellous commodity, hindsight. Could this have been an insidious plot to limit the number of modellers due the noise they made at quiet weekends in the local park

To set the scene, back in the 50's when I became interested in aeromodelling, the Second World War had only concluded some 10 years earlier and interest in planes naturally held an endless fascination for the teenager. The prop driven aircraft could be replicated by model engines available at the time as the jet age had not yet got a firm hold. The great time waster, television was in its infancy and Biggles was still widely read as were the endless paperbacks, telling of war exploits such as The Dam Busters, The Last Enemy and Reach For The Sky. Add to this the distinctive sound of a model being flown in the local park (no mufflers then) and it was on the bike as quick as possible with your mates to go and watch in awe, this was cutting—edge stuff.

While some who had always had an interest in aeromodelling had started on simpler models such as rubber powereds' and gliders thus gaining basic experience and knowledge, others entered at the control line stage. While I am not deploring this, in those days there was little help around and one sank or swam with little or no assistance with knowledge and then even that could be questionable. To prove a point just ask John McIntyre how he holds a control handle. Many fathers helped and while their heart was in it they lacked any real knowhow.

And so the scene is set. With cash saved up, received for Christmas or birthdays, the intrepid modeller to be, often with father in hand, would front that Aladdin's cave -- Hobbyco.

Situated in its original site south of Town Hall in George street, a walk down stairs to the aeromodeller section was like being given the OK by St. Peter to enter Heaven. Fighting for a position at the counter, often three deep on a Saturday morning (When did you last see a hobby shop with a like that) you were eventually served.

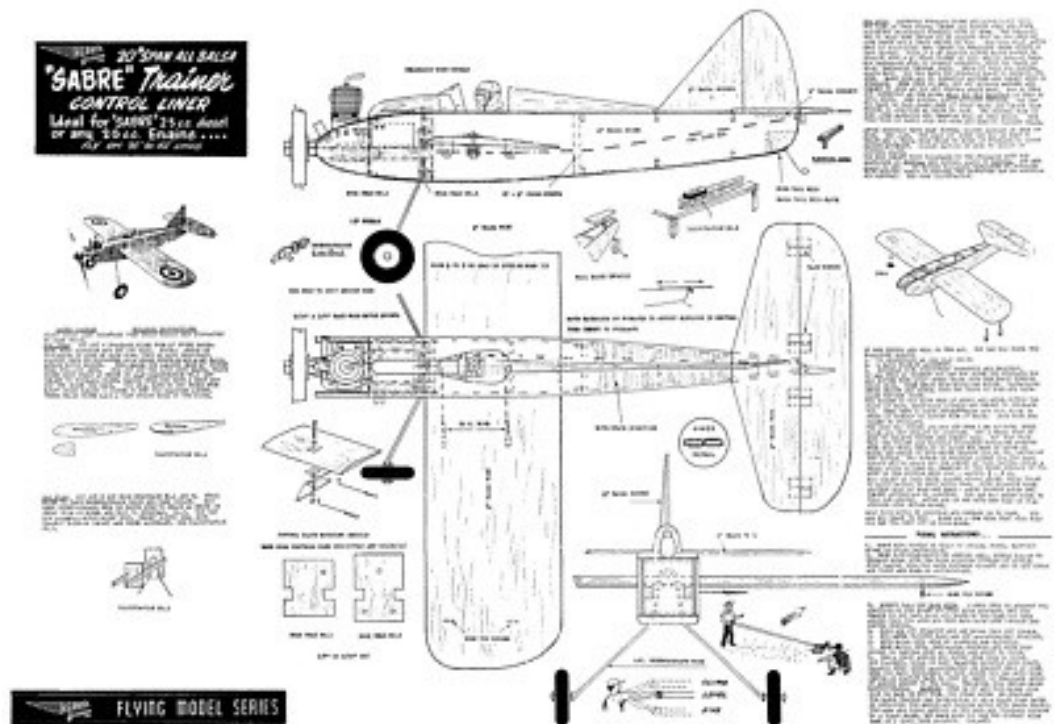
"I'd like to take up control line flying, where do you suggest start"?

And so, at this moment the wheels are set in motion moving inexorably forward to impending doom.

With a sleight of hand worthy of a magician the salesman would select a single box from the wall behind him a which looked as if it was made of model kits. The lid would just as deftly removed and the plan unfurled for your approval.

"This is the Sabre Trainer, the ideal model for the Beginner" suggests the salesman with practiced nonchalance.

"And we also recommend the



Sabre 2 .5cc diesel engine, our top selling motor which you will also notice is shown on the plan.”

In a state of euphoria our duo leaves Hobbyco complete with kit and engine plus all those necessary extras not even thought of at the outset which have eaten up all his hard earned cash and savings but, have also put a considerable dent in dad's wallet.

"Gee dad! I'll pay you back, who would have thought you wouldn't get all those things in the kit? "

Fast forward to an open area somewhere in suburbia. The engine is (probably turning a 7x6 prop), junior runs to the centre, picks up the handle, signals to dad or his helper.

In an instant it is as if the dogs of war have broken loose, like a rabid mongrel from a cage the Sabre Trainer leaps forward, and with an elevator area that would pale the Spruce Goose to insignificance takes—off instantly ("You give it full up on take-off don 't you???) Screaming up at an angle of about 70 degrees the plane roars overhead, still giving it full up the plane is still at the familiar 70 degree angle but now in a downward direction. There isn't even enough time to pray, swear or whatever before there is a sudden silence and a sickening thud. A post mortem reveals major damage —engine bearers snapped and cracked balsa everywhere. As first flights go it would be nice to look back and have some fond memories but anything that lasts a few microseconds could hardly qualify.

So it's back to the building board with another kit from our favourite supplier.

"Never mind son, you'll soon get the hang of it" quips the salesman as he punches the cash register, "and besides you now have most: of the extras now, so you won 't have to purchase them again." These kits must have sold in there thousands.

Here we go again! Signal the helper, the same up elevator, but wait, the model is now flying with a mind of it's own and heading into the circle, suddenly bounding into the air in the all too familiar nose up attitude and climbing rapidly. Give it down control — no effect — press the panic button — still no effect — simple conclusion — stand and watch helplessly. As the lines dangle from the crazily pitching model completely out of control, still howling upwards then rolling on its back and spinning into the deck, just a few feet from our trembling pilot. Very spectacular — very destructive — very bloody terrifying but very good practise at rebuilding (by this time we have learnt just to buy balsa sheets instead of a full kit).

Third time lucky? But this time we have the services of an advisor who claims to have some experience in these matters.

Remember, the type of advice I mentioned before as being a little on the questionable side? Well the plan quite clearly states that the model can be flown on 35 ft. lines and our advisor has told us that our previous lines were too long.

"With shorter lines you always have more control".

It's so obvious why didn't we think of it.

We have also made a sacrificial offering to the Great Aeromodelling God by means of a conflagration of all remains of the previous two attempts at the bottom of the garden and to placate mum, whose house is beginning to show a fine layer of balsa dust over everything.

Signal the helper, here we go again. The Sabre Trainer leaps into the air in a steep climb. Quick down, quick now up, down, up, down, up, down, up, enough to put a school of porpoises to shame but miracle of miracles it steadies in a lap or two. Now suddenly everything is becoming a blur. The plane is circulating at two seconds a lap (thanks to the short lines) and nobody mentioned giddiness as part of the equation.

Round and round, up and down, round and round, which way is up?

There is no sound now and up is the way the pilot is lying on the ground, struggling to regain some sense of equilibrium and overcome a fuzzy feeling of nausea. Where is the plane? In it's usual state of readiness for sacrifice, a victim of the gyroscope!

With experiences like these, many would-be fliers never got their wings and simply swept up the wreckage, wiped their hands of the whole business and took up stamp collecting where they left off.

Was this all part of a big conspiracy? Had the CIA ordered the design of the Sabre Trainer and had ASIO infiltrated the staff at Hobbyco and other model shops across Australia to ensure every budding beginner had a minimal chance of success? Remember they tried to ban Rock and Roll claiming it was the Devil's music, maybe so to aeromodelling was something nice boys shouldn't get involved with, what with all that nasty noise and evil smell, surely it couldn't be healthy.

On the other hand, it is hard and unjust to try and appropriate any blame for these ubiquitous models that perhaps single handedly turned many from our hobby. Probably the biggest contributor was the fact that model ling was still in its infancy in those days and we were very young and naive.

All this is now consigned to history but as modellers who survived some of us are determined some 50 years later to construct and fly a Hearn's Hobbies Sabre Trainer and prove that not only do they fly but we can also master them.

At this stage I believe 6 models are under construction, to be unveiled and flown at the Christmas party. I for one did not make this suggestion but I am partly to blame because I was the first to agree to make one but even now I am beginning to think that this is masochism not modelling.

See you at the Xmas party.

(The original copy of this article was published in the KMFC Newsletter 2005. Author is unknown).



COMBINED SPEED AND CLASSIC STUNT AT FRANKSTON 21-7-2019



Our speed contest for the 14th was washed/blown out, in fact after we left there was a lake beside the circle with ducks swimming, so we planned to have it the following weekend.

The weather was not good during the week and did not look promising on Sunday morning but we went anyway, well it turned out a great day, not much wind, in fact we even managed to fly Classic Stunt, and NO rain.

The usual guys turned up to have some Fun.

You will see by the results that Murray flew an extra entry, no we have not cloned him or his identical twin, he was flying some of the late Noel Wakes models that his brother Phil wanted to see fly again. Also Mark ## flew his OS CZ11 Class 1 on short lines again to practice pylon rotation in training for his FAI class so really Harry won the OS class!

I flew both my NR models, which are going slow, my fancy so called better one is slower than an old more basic one [moral is you don't need a fancy NR to go fast]

I still have my old No 1 resting.

We flew Perky but as we only had 2 entrants we cannot get an average as winner is determined by closest to average.

Paul Stein returned to fly, as he started the Perky class here, I used an old OS 15 diesel, not one of OS's finest products, they perform better on E-BAY \$\$\$.

No one flew FAI for a change, they are having a rest?? Just out having fun, which is what it is all about.

Does anyone know if Nelson plugs are still made, I have tried the guy that took over Nelsons stuff but got no answer, Steve Rothwell had some but not now, we need about 100.

Still looking for a TRANSITRACE unit, Harry contacted Goran Olsen, but he has sold all of his last batch and won't do another run until there is enough interest to make a batch. He now has our club on the interested list.

We have a few alternatives we are working on as getting one will help relieve our regular timekeepers Ron Savage and Phil Wake. Murray has nearly finished his Class 5 [.21] model with a Nova Rossi .21[what else] I did for someone ages ago.

After speed we then flew classic stunt, we had 4 entrants, would have been 5 but Col Collyer pulled out with motor problems, may have had more but looking at the preceding weeks weather, Stunt would have been the last thing on your mind.

That has always been the advantage of Frankston many time weather looks hopeless yet we have a great day.

Robin Hiern.

Combined Speed Results

Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	R. Hiern	Class 1	Novarossi 12	16.31	16.68	16.72	16.31	220.72	98.22%
2	M. Wilson 2	Class 1	Novarossi 12	17.33	17.28	17.63	17.28	208.33	92.71%
3	M. ELLINS ##	Class 1	OS CZ11 PS	17.42			17.42	206.66	91.96%
4	M. Wilson 1	Class 1	OS 12 TZ	18.16	18.08	18.49	18.08	199.12	88.61%
5	K. Hunting	1/2 A Proto	For a	N.E.L	31.78	29.59	29.59	121.66	87.12%
6	H. Bailey	Class 1	OS CZ11 PS	20.15	20.35		20.15	178.66	79.50%
7	H. Bailey	Proto	Force 21	37.89	36.24		36.24	159.87	78.67%
8	R. Hiern	Proto	Novarossi 28	NT					0.00%

PERKY

P. Stein	PERKY	???????	43.11	41.82	41.40	41.40	139.94
R. Hiern	PERKY	OS 15 Diesel	50.30			50.30	115.18

Classic Stunt Results. Model/Engine Points

1st Murray Wilson	OS 35S/Nobler	613
2nd Mark Ellins	ST46/Kittyhawk	564
3rd Andrew Nugent	OS46LA/Nobler	548
4th Harry Bailey	Double Star 40/Dolphin	485





2019 FAI F2 European Championships for Control Line Model Aircraft Pazardzhik, Bulgaria, 14 - 20 July 2019



Editor note! Not all placings are shown due to lack of page space.

F2A RESULTS

A No	Name	Country	Junior	Round 1	Round 2	Round 3	Round 4	Best speed kmh	Ranking
A12	GROSSI Luca	ITA		304,9	302,7	258,1	0,0	304,9	1
A11	ELEKES Imre	HUN		301,9	290,9	300,4	302,8	302,8	2
A07	EISNER Paul	GBR		294,8	301,0	297,6	298,4	301,0	3
A10	SZYVACEK Ferenc	HUN		284,5	286,8	299,7	298,9	299,7	4
A08	HALMAN Peter	GBR		298,1	298,3	298,8	297,7	298,8	5
A06	ROSTISLAVOV Anthony	FRA		292,8	293,3	294,1	296,9	296,9	6
A09	CSOMA Gyorgy	HUN		292,3	295,1	0,0	296,7	296,7	7
A28	SURKOVA Svetlana	RUS	Junior	289,0	0,0	295,2	0,0	295,2	8
A14	TOMELLERI Sergio	ITA		291,4	295,1	285,2	286,8	295,1	9
A27	DUDAREV Stanislav	RUS		282,9	290,4	293,9	293,7	293,9	10

F2B

Fly Off								
Place	Number	NAME, Surname		Country	Start 1	Start 2	Start 3	BEST 2 Results
1	B20	BURGER Igor	Senior	SVK	1094,05	1095,33	1087,03	2189,38
2	B38	GARFUTDINOV Albert	Senior	RUS	1059,30	1037,63	1068,97	2128,27
3	B33	TURCHENKO Mykola	Senior	UKR	1044,52	1062,22	1061,97	2124,18
4	B32	SOLOMIANIKOV Sergii	Senior	UKR	1067,97	1048,23	1044,03	2116,20
5	B19	VALLIERA Marco	Senior	ITA	1056,43	1058,40	1054,00	2114,83
6	B01	VEJMOLA Jiri	Senior	CZE	1047,13	1054,88	1057,27	2112,15
7	B28	BORZECKI Krystian	Senior	POL	1031,65	1041,68	1053,60	2095,28
8	B37	YAKOVLEV Evgeny	Senior	RUS	1032,45	1049,17	1041,98	2091,15
9	B21	SCHREK Alexander	Senior	SVK	1042,15	1045,93	1041,03	2088,08
10	B39	SALENEK Victor	Senior	RUS	1029,90	1037,02	1048,45	2085,47
11	B30	MIESIAK Jaroslaw	Senior	POL	1015,00	1038,63	1033,12	2071,75
12	B15	WADLE Frank	Senior	GER	1022,87	1010,67	1020,73	2043,60
13	B18	MAGGI Alberto	Senior	ITA	1002,75	994,13	1013,63	2016,38
14	B22	DOLOBAC Patrik	Junior	SVK	992,40	1007,38	1006,35	2013,73
15	B03	RADOS Roman	Senior	CZE	975,60	986,60	1024,97	2011,57
Fly Off Junior								
1	B35	KUCHER Mykola	Junior	UKR	1022,23	1020,88	1039,90	2062,13
2	B22	DOLOBAC Patrik	Junior	SVK	992,40	1007,38	1006,35	2013,73
3	B04	KOPRIVA Jan	Junior	CZE	958,15	968,10	1008,92	1977,02

F2B TEAM Ranking

Place	Country	Senior	Place	Senior	Place	Senior	Place	Junior	Place	Results
1	RUS	B37	8	B38	2	B39	10	B36	24	20
2	SVK	B20	1	B21	9	B23	33	B22	14	24
3	UKR	B32	4	B33	3	B34	25	B35	19	26
4	POL	B28	7	B29	16	B30	11	B31	27	34
5	CZE	B01	6	B03	15			B04	21	42
6	ITA	B17	26	B18	13	B19	5			44
7	GER	B14	32	B15	13	B16	29			74
8	FRA	B08	18	B09	23			B10	37	78
9	GBR	B11	34	B12	28	B13	17			79
10	ESP	B05	20	B06	31	B07	35			86
11	BUL	B24	38	B25	36	B26	39	B27	30	104

F2C

CONTEST NAME:			2019 FAI F2 European Championships for Control Line Model Aircraft						CONTEST VENUE:			Pazardzhik, Bulgaria				
F2C		2019		CONTEST DATE:		14 - 20 July 2019			COUNTRY CODE:		BUL		Email to: f2c@virginmedia.com			
Countries with multiple time zones input the time zone here:																
Place	Start No	FAMILY NAMES	FORENAMES	JUNIOR	Junior Date of Birth	FAI ID	FAI ID	FAI LICENCE	NATION	Round 1	Round 2	Round 3	Semi final 1	Semi final 2	FINAL	
1	C27	MIKHONOV/CHEREDNICH	Pavel/Alexander			22671	70579		RUS	3,12,8	3,19,2	3,16,5	72L	3,10,1	6,36,5	
2	C03	SURUGUE/SURUGUE	Pascal/Georges			63443	80442		FRA	3,12,1	3,09,7	3,12,8	3,12,3	3,09,2	6,37,0	
3	C26	DOZHIDAEV / DUKOV	Sergey/Vladislav			22688	22689		RUS	3,17,9	44	3,13,2	3,15,0	3,12,6	6,49,5	
4	C25	ANDREEV / VOROBEV	Sergey/Oleg			21906	132084		RUS	3,17,8	40L	3,09,7	3,13,7	3,17,3		
5	C01	BARRAGAN/BARRAGAN	Juan Diaz/Antonio Diaz			17432	17431		ESP	3,17,1	3,16,8	3,49,5	3,41,2	3,15,2		
6	C10	VERSHADENKO/ SABLINS	Evgeniy/Gintaras			27151	27181		LTU	3,27,9	3,26,3	3,16,7	3,16,8	40L		
7	C21	RODIN / OSADCHYI	Ilya / Ihor			87091	87092		UKR	3,19,7	3,27,8	3,12,4	3,17,8	3,18,3		
8	C04	OUGEN/SURUGUE	Thierry/Roland			60103	80063		FRA	3,17,3	3,15,7	3,26,8	3,18,4	3,18,5		
9	C12	AVERIN / GRYGARTAS	Viktor/Agis			108221	27152		LTU	3,17,6	3,16,7	39L	3,37,6	3,26,4		
10	C09	ROSSI / VERRI	Andrea /Renato			20328	08763		ITA	3,19,9	DQ	3,33,7				
11	C02	RODRIGUEZ/CRESPI	Jose Eliseo Carracedo/ Pedro			17425	31108		ESP	3,21,3	3,23,4	DQ				
12	C13	ORVOS / METKEMEIJER	Ferenc/Rob			07532	70103		NED	3,24,3	3,34,00	3,25,8				
13	C18	ZIELINSKI / ROZBIEWSKI	Igor/Pawel			60870	80682		POL	4,20,2	69L	3,24,4				
14	C11	ORLOVAS / CIRULSKAS	Grigorij/Zilvinas			86382	27250		LTU	3,34,2	3,28,1	3,27,6				
15	C17	PIOTROWSKI / DZIKOWSKI	Krzysztof/ Michał			54090	54091		POL	38L	68L	3,28,5				
16	C23	LOBODA / ZABARA	Dmytro/Mykola	JUNIOR		131467	124374		UKR	DQ	3,28,6	DQ			6,50,8	
17	C28	DINKILAKER/ ANDREEV	Dmitry/Igor	JUNIOR		114365	116812		RUS	69L	3,44,8	3,28,9			7,20,1	
18	C19	TOMCZYK / BECZALA	Artur/Scymon			93980	08730		POL	3,44,5	3,43,8	3,29,0				
19	C05	BARKER/ TRICKER	Chris /Neil			28370	78682		GBR	4,04,4	3,30,5	3,30,3				
20	C15	PALEZHEV / HASAN	Nikolay/Volkan	JUNIOR		72090	93371		BUL	3,30,6	3,32,4	71L			7,22,5	

F2C Team

CONTEST NAME:		2019 FAI F2 European Championships for Control Line Model Aircraft Pazardzhik, Bulgaria					CONTEST VENUE:		Pazardzhik, Bulgaria				
F2C	2019	CONTEST DATE:			14 - 20 July 2019		COUNTRY CODE:		Email to: f2c@virginia14@virginia.com				
Countries with multiple time zones input the time zone here:													
PLACE	NATION	JUNIOR	Junior Date of Birth	FAI ID	FAI ID	FAI LICENCE	NATION	PLACES	POINTS				
1	RUS						RUS	1	8				
								2					
								4					
2	LTU						LTU	6	29				
								9					
								14					
3	POL						POL	13	46				
								15					
								18					
4	GBR						GBR	19	63				
								21					
								23					
5	BUL						BUL	29	66				
								22					
								24					
6	FRA						FRA	2	10				
								8					
7	ESP						ESP	6	16				
								11					
8	UKR						UKR	7	23				
								16					
9	ITA						ITA	18	35				
								25					
10	NED						NED	12	12				

Place	No	Name	FAID	Nat	Age	Mechanic	1.	2.	3.	4.	5.	6.	7.	8.	9.	Wins
1	D39	SHUMAEV Maksim	23923	RUS	Sen	KHOTIAN Vladislav	W	W	L	W	W	W	W	W	W	8
2	D37	DUSHCHENKO Dmitry	131135	RUS	Sen	PETRUSHENKOV Konstantin	W	W	W	W	W	W	L	W	L	7
3	D40	POPOV Konstantin	66470	RUS	Jun	POPOV Maxim	W	W	W	W	W	W	L	L	(W)	6
4	D15	WHILLANCE Mike	29374	GBR	Sen	IVES Graham	W	W	W	L	W	W	W	L	(L)	6
5	D34	DEMENTIEV Igor	84006	MDA	Sen	ERISOV Aleksandr	L	W	W	W	W	L	-	-	-	4
	D17	FILEP Krisztina	81426	HUN	Sen	ALMASIKY Vasily	W	W	W	W	L	L	-	-	-	4
	D26	CHORNYI Stanislav	84048	UKR	Sen	CHORNYI Ivan	W	W	W	W	L	L	-	-	-	4
	D16	MADI Richard	81457	HUN	Sen	ALMASIKY Vasily	L	W	W	W	W	L	-	-	-	4
	D42	NEKHAI Pavel	76168	BLR	Jun	MAZUR Pavlo	W	W	W	L	W	L	-	-	-	4
10	D10	FORSS Jussi	10571	FIN	Sen	VALKONEN Kimmo	W	W	L	W	L	-	-	-	-	3
	D38	KOLMAKOV Vladimir	22196	RUS	Sen	PAPAZASHVILI Vladimir	L	W	W	W	L	-	-	-	-	3
	D27	TUKUBAIEV Igor	119491	UKR	Sen	LESNYK Yuri	W	W	L	W	L	-	-	-	-	3
13	D11	FORSS Timo	10053	FIN	Sen	FORSS Jussi	W	W	L	L	-	-	-	-	-	2
	D01	KUCERA Pavel	17079	CZE	Sen	BUBENIK Tomas	W	W	L	L	-	-	-	-	-	2
	D28	LUTSYK Andrii	99795	UKR	Sen	LYLYK Lyubomyr	L	W	W	L	-	-	-	-	-	2
	D05	MATARO Francisco Mons	17358	ESP	Sen	GARCIA Manuel Mateo	W	L	W	L	-	-	-	-	-	2
	D41	NEKHAI Viktor	76234	BLR	Sen	MAZUR Pavlo	W	L	W	L	-	-	-	-	-	2
	D29	REDIUK Illia	84050	UKR	Jun	REDIUK Dmytro	W	L	W	L	-	-	-	-	-	2
	D09	TSUKOV Sergei	17650	EST	Sen	LOGINOV Vladimir	W	L	W	L	-	-	-	-	-	2
	D12	VALKONEN Kimmo	10478	FIN	Sen	FORSS Timo	W	W	L	L	-	-	-	-	-	2
	D25	VASILEV Mihael	72051	BUL	Jun	ANGELOV Angel	L	W	W	L	-	-	-	-	-	2
22	D35	CULACICHIN Stanislav	94098	MDA	Sen	UZKIH Sergey	W	L	L	-	-	-	-	-	-	1
	D19	FULOP Mark	123794	HUN	Jun	ALMASIKY Vasily	L	W	L	-	-	-	-	-	-	1
	D32	MIKHAIKOV Jury	69889	LAT	Sen	PROKOFJEVS Aleksandrs	W	L	L	-	-	-	-	-	-	1
	D20	RASTENIS Audrius	27189	LTU	Sen	KUCKAILIS Gintaras	W	L	L	-	-	-	-	-	-	1
	D22	RIMSA Vytautas	68752	LTU	Sen	KUCKAILIS Gintaras	L	W	L	-	-	-	-	-	-	1
	D14	SHIELDS Andrew	66350	GBR	Sen	WHILLANCE Mike	L	W	L	-	-	-	-	-	-	1
	D23	SHTERBATHIENKO Sergey	72048	BUL	Sen	BUSHNEV Pavel	W	L	L	-	-	-	-	-	-	1
	D02	SNOZA Tomas	17000	CZE	Sen	BUBENIK Tomas	W	L	L	-	-	-	-	-	-	1
	D08	VARFOLOMEJEV Denitri	17699	EST	Sen	LOGINOV Vladimir	L	W	L	-	-	-	-	-	-	1
31	D36	DEMENTIEV Sergiu	91016	MDA	Sen	ERISOV Aleksandr	L	L	-	-	-	-	-	-	-	0
	D18	FULOP Sandor	81429	HUN	Sen	ALMASIKY Vasily	L	L	-	-	-	-	-	-	-	0
	D05	GARCIA Manuel Mateo	17483	ESP	Sen	SALA Raul Mateo	L	L	-	-	-	-	-	-	-	0
	D13	IVES Graham	84332	GBR	Sen	SHIELDS Andrew	L	L	-	-	-	-	-	-	-	0
	D24	KERTIKOV Ivan	72023	BUL	Sen	HRISTOV Hristo	L	L	-	-	-	-	-	-	-	0
	D31	KOCHUNTS Vitaly	69896	LAT	Sen	JALUNINS Boriss	L	L	-	-	-	-	-	-	-	0
	D33	KOCUNCS Erks	69895	LAT	Jun	KOCHUNTS Vitaly	L	L	-	-	-	-	-	-	-	0
	D03	KRAL Milan	119595	CZE	Sen	BUBENIK Tomas	L	L	-	-	-	-	-	-	-	0
	D07	OJEDA Nicolas Antunez	86518	ESP	Jun	PEREZ Nicolas Antunez	L	L	-	-	-	-	-	-	-	0
	D21	PLATKAUSKAS Robertas	27187	LTU	Sen	KUCKAILIS Gintaras	L	L	-	-	-	-	-	-	-	0
	D30	PROKOFJEVS Aleksandrs	69893	LAT	Sen	MIKHAIKOV Jury	L	L	-	-	-	-	-	-	-	0
	D04	SALA Raul Mateo	17595	ESP	Sen	GARCIA Manuel Mateo	L	L	-	-	-	-	-	-	-	0

	Country	No of pilots	Pilot 1	Pilot 2	Pilot 3	Placings	Total
1	Russia	4	8	7	6		21
2	Ukraine	4	4	3	2	28	9
3	Hungary	4	4	4	1	32	9
4	Finland	3	3	2	2		7
4	Great Britain	3	6	1	0		7
6	Moldova	3	4	1	0		5
7	Bulgaria	3	2	1	0		3
7	Czech Republic	3	2	1	0		3
9	Spain	4	2	0	0		2
9	Lithuania	3	1	1	0		2
11	Latvia	4	1	0	0		1
12	Belorussia	2	4	2			6
13	Estonia	2	2	1			3

F2B – CONCOURS D'ÉLÉGANCE

Position	No	Name	Country	FAI No	Judge 1	Judge2	Judge 3	Total
1	B28	BORZECKI Krystian	POL	53922	9	8,5	9	26,5
2	B32	SOLOMIANIKOV Sergii	UKR	84038	7	8	9	24
3	B39	SALENEK Victor	RUS	23477	5	9,5	8,5	23
4	B20	BURGER Igor	SVK	24624	6	8,5	7,5	22
5	B36	FOKIN Iaroslav	RUS	110966	5	9	8	22
6	B01	VEJMOLA Jiri	CZE	31079	6	7	8	21
7	B21	SCHREK Alexander	SVK	24625	6	8	7	21
8	B05	RICO Alberto Solera	ESP	17634	6	7	7	20
9	B04	KOPRIVA Jan	CZE	92196	6	6	7	19
10	B06	PALMERO Jose Luis Oterino	ESP	17394	5	7,5	6,5	19
11	B23	GASPAR Jakub	SVK	100843	9	4	6	19
12	B03	RADOS Roman	CZE	30581	5	6	7,5	18,5
13	B09	PIGOUT Jacky	FRA	60334	5	6,5	7	18,5
14	B38	GARFUTDINOV Albert	RUS	22675	5	7,5	6	18,5
15	B29	KUBIK Sylwester	POL	53936	5	6	6,5	17,5
16	B30	MIESIAK Jaroslaw	POL	53984	4	6	6	16
17	B31	RAKOWSKI Marek	POL	105348	4	5	6,5	15,5
18	B26	VICHEV Svetoslav	BUL	121727	-	-	-	0

F2A TEAM RESULTS

Placed	Country	Kmh
1	Hungary	899,2
2	Italy	891,2
3	Russia	880,8
4	Poland	865,9
5	United Kingdoms	599,8
6	Spain	547,1
7	Bulgaria	505,2
8	France	296,9
9	Austria	289,8
10	Ukraine	284,8
11	Romania	263,1

F2A JUNIOR RESULTS

A No	Name	Country	Junior	Round 1	Round 2	Round 3	Round 4	Best speed kmh	Ranking
A28	SURKOVA Svetlana	RUS	Junior	289,0	0,0	295,2	0,0	295,2	1
A24	POBYIPICH Makar	UKR	Junior	0,0	0,0	284,8	0,0	284,8	2
A23	WALANIA Kacper	POL	Junior	0,0	283,5	0,0	0,0	283,5	3
A20	YOSIFOV Stoyan	BUL	Junior	252,0	0,0	220,9	0,0	252,0	4

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

For Sale

2 x Ready to fly complete models for sale with engines.

Built by Dennis Percival.

Brodak Vector 40

Thunderbird (Autographed by Bob Palmer)



If interested contact Bill Swan 02 9621 1140

For Sale.

New ½ A "Paw Print" Team Racer. Unflown.

Built by Ray Harvey to suit Oliver Tiger Cub

Model is immaculate as all Ray's models are.

Motor not included \$500.

Contact Roy Summersby



Richard Ong has 4 or 5 F2C sets for sale. Zalp and Yugov if anyone is interested.

You can contact him either on Facebook or through me if you are interested.

Norm Kirtton normk@iinet.net.au

Speed pans for sale. 2cc size (\$25) and 21 size. (\$30)

Also small amount of Nelson type T/R pans. (\$25)

All pans in the "as cast" state. Not finished.

Andrew Nugent. andrew.n5@bigpond.com

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

Viko F2E RTF models X 6	\$100.00 each
F2D RTF lines	\$12.50
F2D engine mounts with bolts	\$28.50 pair
Line reels 153mm Dia	\$10.00
Thunder Tiger 20 glow. NIB	\$50.00
Enya CX11 (6 runs)	\$150.00
F2D black handles	\$28.50
Bladders F2D	\$5.00
Straight engine mounts F2E & 1/2 A	\$25.00
F2D shut-offs. (Alloy)	\$42.00
Fora tool x1	\$28.50
Taipan propellers	\$4.50 each
Combat Streamers	\$1.80 each
2" Taipan Racing Wheels	\$10.00 each
1" thick Mylar Tape	\$5.00 each

Postage not included in above pricings.

Contact:- Greg Nelson 0435757710.

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.

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.

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.

Italian made TCA Nelson type combat plugs arrived for those that might be interested, \$8 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 \$28 +3 kg satchel Auspost price

4.8 litre \$50 +5 kg satchel Auspost price

Pick up only 5lt castor oil price is \$50

Above prices inclusive of new container cost

Premixed Diesel fuel in new 500 ml /1 lt steel containers \$20 & \$35 respectively

Cannot post diesel fuel (i.e. dangerous goods) unless you can arrange with your own courier

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Cash accepted.

PH Ken 0433 797 058 combtkid@hotmail.com

For Sale.

38µ (micron) Mylar laminating film (heat activated adhesive).

Suitable for C/L combat models, great for F/F models.

Even better with tissue doped over it for a 'vintage look'

This is very close to the 'Oz Cover' that was sold by Saturn Hobbies many years ago.

1m x 5m \$20 + postage at cost.

FMD@dodo.com.au

Danny Mz mob # 0477224751

Fora Junior engines.

\$230

Taipan propellers in stock.

Flexible nylon (combat)

7x4, 7x6, 7x6E, 8x4,
8x4E, 8x6.

Hard plastic. 7x6, 9x4 &
9x6. 10x4, 10x6

All props.

\$4.50 each.

(New) Taipan Metal Handle/Reel.

\$69.00 each

Limited Stock

Taipan free flight tanks including

a free propeller of choice.

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taipanprop@gmail.com

Contact:- Greg Nelson 0435757710.

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Fast-set Araldite in 1kg industrial pack - \$70 (includes delivery in Australia)

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

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New GO 28 X2 \$100 the pair

New STS 12 X2 \$100 the pair

Contact Wayne Wilson whyzedman@hotmail.com

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