
**THE VOICE OF CONTROL LINE
AEROMODELLERS FROM
AROUND AUSTRALIA**

Number 304

Produced by the Victorian Control Line Advisory Committee



February 2025

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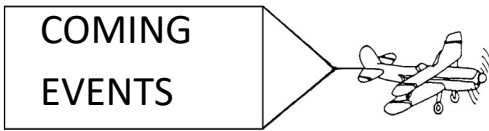
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PRODUCTION SPECIFICATIONS

**Please send any submissions for publication by CD/
memory storage device or use Email.**

Contest results should be tab delimited, i.e. use a single tab between each column of results, if submitted by disk or email. This makes formatting much easier on the editor.



VICTORIAN CONTROL LINE CONTEST CALENDAR 2025

DATE	EVENT	CLUB
Feb 9	Combined Speed , 27 Goodyear.	CLAMF
Feb 23	Little Models and All-Sheet creations	KMAC
Mar 7-10	S A State Champs	Monarto
Mar 16	Combined Stunt, F2F team race.	CLAMF
Mar 30	Electric clinic (learn from those who already do!)	KMAC
Apr 18-21	Victorian State Championships (Easter weekend) CLAMF, KMAC.	
Apr 27	Throttles etc. (Carrier models, scale or sport, IC or electric with speed controllers)	KMAC
May 11	Carrier Deck, Combined Speed	CLAMF
May 25	American designs (let's pay homage to the all the iconic US c/l designers)	KMAC
Jun 8	Classic FAI , Vintage A, ½ A Combat.	CLAMF
Jun 29	Unconventional models (bring something out of the ordinary)	KMAC
Jul 13	Classic Stunt, Combined Speed .	CLAMF
Jul 27	Warbirds and KMAC AGM	KMAC
Aug 10		
Sep 14	Combined Speed , Vintage Combat.	CLAMF
Oct 4-6	NSW State Champs	Albury
Oct 19	F2B & Classic Stunt, 27 Goodyear	CLAMF
Nov 9	Warbird Stunt and Nobler Stunt, Combined Speed ,	CLAMF

Events will be flown in order of printing. Events in **Bold type** will be flown over hard surface.

CLAMF Frankston Flying Field, 103R 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.aerospports.net.au>

KMAC Stud Rd. Knoxfield
(opposite Caribbean Gardens) (Melway 72 K9) 10.00am start
Contact: President:- Reeve Marsh 0405 001 008
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 :- Reeve Marsh 0405 001 008



COMING
EVENTS



C.L.A.S. CONTEST CALENDAR 2025

DATE	EVENT	CLUB
Feb 2	F2B Aerobatics	SSME
Feb 9	Slow Combat & Vintage Combat.	SSME
Feb 16	Ku-Ring-Gai showground Ringmaster Day	KMFC
Mar 1 - 2	Hunter Valley Championships	MDMAS
Mar 9	Classic Stunt.	SSME
Mar 8 - 9	South Australia State Championships	Monarto
Mar 16	Non-comp Stunt Day	KMFC
Mar 23	Combined Speed.	SSME
Apr 6	F2B Aerobatics.	SSME
Apr 13	Ku-Ring-Gai showground Gala Day.	KMFC
Apr 18 - 20	Victorian State Championships.	CLAMF/KMAC
May 4	F2B Aerobatics.	SAT
May 11	Australian Model Day.	KMFC
May 17-18	Muswellbrook Veterans' Gathering.	MDMAS
May 24- 25	Queensland State Championships, Combat.	CLASSI
Jun 7 - 9	NSW State Championships. Aerobatics and Combat.	CLAS
Jun 22	Peacemaker Day.	KMFC
Jun 31 - 2	WA State Championships.	Whiteman Park
Jul 13	AGM and Fun Fly.	KMFC
Jul 20th.	F2B Aerobatics.	Doonside
Aug 3	Ku-Ring-Gai showground Gala Day.	KMFC
Aug 9 - 10	Queensland State Championships Racing.	CLASSI
Aug 17	Classic Stunt. Contact.	SAT
Aug 24	Cowra Oily Hand Diesel Weekend.	
Sep 13 - 14	Rocky Rally Classic B Team Racing and Fun Fly.	Rockhampton
Sep 14	Gordon Burford Day.	KMFC
Sep 21	F2B Aerobatics.	SAT
Oct 4 - 6	NSW State Championships. Racing and speed.	CLAS, Albury
Oct 19	Nobler Day.	KMFC
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.	

2025 CLASII Ipswich Calendar



15 th Feb	Vintage B, Classic B
1 st – 2nd Mar	Hunter Valley Champs In Muswellbrook
18 th Apr - 21 st Apr	Victoria State Champs
24 th – 25 th May	QLD State Combat Champs, CLASII Ipswich Vintage Combat, F2D, Open Combat, 2.5 Slow Combat, 35 Slow Combat
7 th – 8 th Jun	NSW Combat State Championships
9 th - 10 th Aug	QLD State Racing Champs, CLASII Ipswich 2.5 Rat, 27 Goodyear, Classic B, Vintage B, Vintage A, Classic FAI, 21 Bendix, Open Bendix.
13th-14th Sept	Rockhampton (Rocky Rally) Vintage A, Vintage B & Classic B.
4 th – 5 th – 6 th Oct	Albury NSW Racing & Speed State Champs
13 th Dec	Christmas Breakup, 27 Goodyear, Vintage Combat .

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Update on the health of international stunt judge Joan McIntyre from Bruce Hoffman

January 14th

"I had a phone chat with Joan McIntyre today; she is improving but it is a very slow process. She apparently has very limited use of her hands and her legs aren't working at all really at this stage.

She is now in the Rehab unit of Hornsby hospital and very happy to receive visitors and take phone calls (Ring via the hospital switchboard on 9477 9123); she does have physical therapy often so you may need to call a second time when she is free to take the call.

She thinks when able to be released from the hospital she will relocate in South Australia to be closer to her daughter and also son who lives in Melbourne - this may occur in March depending on her progress.

Joan told me that she misses her friends that she has met and known through her involvement with CLAS and the model aircraft community and would like to remain in contact with those persons if possible".

CLAMF competition in Victoria, Australia 08/12/2024

Our club's last competition of the year had three racing events held in pleasant weather conditions.

Following the flying activities, we had our end of year Christmas breakup celebration meal and social gathering of club members



Classic FAI Team Race results.

Place	Team	Heat 1	Final	Engine
1	Murray Wilson/Ron Lacey	4:16.76	8:56.97	Parra 2.5
2	Colin Ray/Neil Baker	4:41.34	9:22.41	Nelson
3	Peter Barret/Mark Ellins	4:33.90	9:30.07	Fora Junior
4	Harry Bailey/Ken Hunting	4:54.26		Fora Junior



Vintage A Team Race results.

Place	Team	Heat 1	Heat 2	Engine
1.	M. Wilson/M. Ellins	3:08.33	DNS	R250
2.	C. Ray/N. Baker	3:25.81	DNS	R250
3.	H. Bailey/K. Hunting	4:33.38	6:14.09	CS Oliver
4.	T. Cooper/D. Shackelford	4:58.34	5:31.4	PAW



Above:-
A collection of models from the day's racing.

F2F Team Race results.

Place	Team	Heat 1	Heat 2	Final	Engine
1.	P. Barrett/M. Wilson	4:04.35	DNS	8:09.10	Profi
2.	C. Ray/N. Baker	3:53.56	DNS	8:32.38	Zalp
3.	H. Bailey/M. Ellins	DQ 99	4:31.09	DNS	Nelson
4.	T. Cooper/D. Shackelford	Refly	6:16.78		Fora Junior

Top three teams from F2F team race.



The KMAC December club day (15/12/2024) was a ripper - pleasant flying weather, good attendance and some great flying. Those present enjoyed a Christmas lunch, did some bargain-hunting at the car-boot sale, and witnessed a very closely-fought "Doug's Day Vintage Stunt" event (although the planned Brimbank Vintage Combat event was not flown).



Control Line Special Interest Group News.

The MAAA has approved a Control Line Nationals to be hosted by CLAMF, New Year 2026, Frankston Victoria.

Robert Fitzgerald (SIG Chairperson)

2026 Control Line Word Championship News.

January 17th.

Today we have Confirmation that Australia will be bidding for the 2026 F2 Control Line World Championships. Location is Perth WA.

The bid will go to CIAM mid February. They have Bureau and Plenary conferences on March 27th to March 29th. I would expect if it goes our way we will be awarded then.

Trevor Letchford.

2026 World Championships Australian team qualification document.

FAI F2 World Championships 2026 - Location and Dates TBA

MAAA Team Selection Event Schedule 2025/6

	SA	VIC		QLD		WA	NSW		Nationals
	AMA Monarto 8-10 March 2025	CLAMF Frank- ston 18-21 April 2025	KMAC Knox 20 April 2025	LARCS Lo- ganholme 3-5 May 2025	CLASII Ipswich 24-25 May 2025	WAMASC Whiteman Park 31 May-2 June 2025	Doonside Whalan Re- serve 7-8 June 2025	Twin Cities Albury 4-6 Oct 2025	CLAMF Frankston 28 Dec 2025 - 2 Jan 2026
F2A	✓	✓				✓		✓	✓
F2B	✓		✓	✓			✓		✓
F2C	✓	✓				✓		✓	✓
F2D	✓		✓		✓	✓	✓		✓



CLAMF Grand Prix Competition.

Our club competition was organised as another in our series of Grand Prix events held during the end of the year when the traditional Nationals have not been taking place. The planned events were chosen with the mix of competitions that had a broad choice

of classes for entrants to take part in.

The field had been well prepared and the weather presented us with some lovely flying conditions for the local and interstate competitors.

Bright and early on Monday morning, our Navy Carrier deck was assembled and our first competition started.

Navy Carrier Deck

Best result of two rounds.

Entrant	High Speed (seconds)	Low Speed (seconds)	Low minus High.	Landing.	Bonus points.	Total	Model	Engine
Paul Stein	29.01	77.23	48.22	95	30	173.22	Corsair	HP 40
Harry Bailey	25.87	62.42	36.55	75	30	141.55	Bearcat	Thunder Tiger 40
Tim Cooper	29.97	74.21	44.24	50	20	114.24	Wildcat	Electric
Murray Wilson	23.02	92.5	69.48	0	30	99.48	Bearcat	HP 40

CLAMF Aerosports presents...

2024 Control Line Air Racing, Speed, Stunt & Combat "Grand Prix"
Dec 30th 2024 - Jan 2nd 2025 over 4 days

Day	Venue	0900 - 1200	1300 - 1700
Monday 30/12/24	CLAMF	Navy Carrier F2F T/R	Classic Stunt F2A
Tuesday 31/12/24	CLAMF	Vintage A T/R Goodyear	1/2A Combat Classic FAI T/R
Wednesday 01/01/25	CLAMF	Combined Speed F2A	Vintage Combat
Thursday 02/01/25	CLAMF	27 Goodyear F2C	Reserved for postponed events

FEDERATION AERONAUTIQUE INTERNATIONALE
CLAMF Aerosports





F2F team race followed the Carrier deck so it was over to the hard surface for some racing. Three teams were content with their first heat times and decided not to fly a second. The Bailey/Lacey team's model slowed for the last three laps of their heat then stopped abruptly. When Ron caught the model it was missing a propeller and something inside the engine had broken.

Tim Cooper's Fora Junior engine lacks the pace of a serious racing competition choice and he is on the lookout for a faster engine/model combination for future use.

Nathan Baddock piloted a good race with Murray Wilson and marginally beat the Ray/Baker team in the final race.

F2F Team Race Results

<u>Team</u>	<u>Heat 1</u>	<u>Heat 2</u>	<u>Final</u>	<u>Engine</u>
N. Baddock/M. Wilson	3:57.31	DNS	8:03.54	Profi
C. Ray/N. Baker	3:56.94	DNS	8:05.35	Zalp
A. Heath/M. Poschkens	4:22.24	DNS	9:24.89	Profi
R. Justic/G. Nelson	4:49.81	5:23.71		Nelson FISE
T. Cooper/K. Baddock	5:04.79	4:57.79		Fora Junior
H. Bailey/R. Lacey	34 laps	DNS		Nelson RISE



The **Classic Stunt** competition had the entry numbers reduced by two as Robin Hiern was busy in the speed circle and Mark Ellins was suffering with a bad back and was unable to take part in any competitions during the long weekend. All the models flown were ARF Top Flite "Nobler's".

The wind was a bit gusty, which added a little bit of excitement to the flights and everybody was happy to only fly one round. Murray Wilson was the stand out performer. Andrew deserved his second place, Harry had a touch and go moment but completed the pattern. Paul Stein had a slow engine setting and really struggled with the wind, mixed up the pattern sequence, tripped and almost fell over but recovered and after that incident decided to opt out of any further excitement and flew safely.

Thanks to Ron Lacey for doing the judging.

Classic Stunt results.

<u>Entrant</u>	<u>Total Score</u>
Murray Wilson	515
Andrew Nugent	400
Harry Bailey	366
Paul Stein	283



Combined and FAI speed at the 2025 Grand Prix.

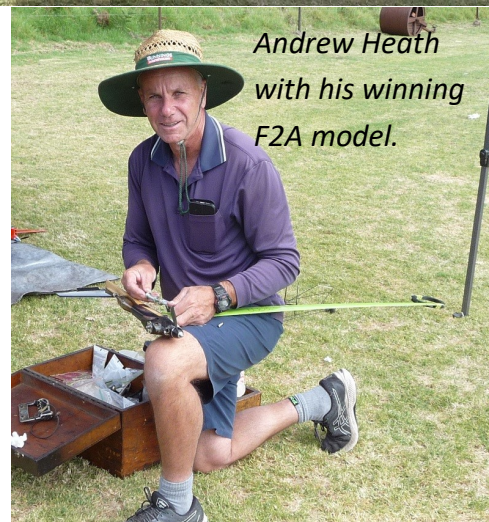
FAI speed was flown first on the Monday, with 6 entries, should have been 7 but Mark Ellins was unable to fly due to a very bad back problem, did not fly anything, too painful. Fastest was Rob with 294.1 kph, followed closely by Andrew on 293.1 kph, using Profi's though later Robs broke a crankpin.

Murray did 289.1, he used a Fora, which shows promise, glad someone is using it, need variety.

Ric flew his usual Zalp at 276.2. Mark Poschkens flew his Profi 262.3.

I flew my old Rossi Mk2 in a 1980's sidewinder, was ok but second flight pipe came loose. F2A resumed for the last 2 rounds on Wednesday, Murray improved to 291.7 kph, and Andrew did 295.9 to win the contest.

Not many flights were recorded, only other times were my old Rossi to do 241.7 kph, not bad for an old Mk2, I have flown this motor since 1973, has had a few piston & liners and shaft since, I fly it for fun as I cannot keep up with even my slow Profi.



Andrew Heath with his winning F2A model.

Wednesday morning, we flew combined speed which turned out a very close contest with

Murray using the old OS 60 in Class 3 equalled his own record to get 100% thereby winning, I came a close second with my Class 5 NR.21, I then flew my other Class 5 model which was only 2/100ths slower.

Harry flew his OS PS CZ11 in Class 1B [this is for older NON NR etc. using the old 0.012 "lines, he managed a good time and faster than my OS great for Harry.

Murray also flew Class 5 just 1kph slower than my NR .21. Harry also flew a Class 1 with NR .12 but a bit slow, down on revs.

David Shackelford flew a new NR.21 Class 5 model and did 2 flights, has



Murray is pictured here with Phil Wake. The mono-line model was built many years ago by Phil and his brother Noel Wake.



Top three placings went to Robin and Murray

more potential, with different props IE Sherlock V3 or number 11. in standard form full diameter.

Also flew a new NR.12 but is too tight to go properly rich on ground then slowed. Some of the later NR12, especially the budget ones are too tight so did not get a time. Ken Hunting previously had the same problem.

Ric flew Greg Nelson's Jak .09 1/2 A Proto model for 3 good flights.

There was a query regarding props in 1/2 A Proto, checking with Maris as he set the rules up, has to be wood, or commercially available GRP not fibre glass!

Our next planned speed comp is on February 9th.

Overall, a good contest with very close and record times, the advantage of having regular comps.

Thanks again to our timekeepers Ron Savage, Ron Lacey, Keith Baddock, + others.

Ron Savage is not a club member but is always there help setting up etc.



Thanking you Robin.

F2A Speed Results.

Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Flight 4	Fastest	Km/h	%
1	A. Heath	FAI	Profi	12.63	12.28		12.16	12.16	296.05	99.42%
2	R. Fitzgerald	FAI	Profi		12.24			12.24	294.12	98.77%
3	M. Wilson	FAI	Profi	12.82	12.45	12.34		12.34	291.73	97.97%
4	R. Justic	FAI	ZALP S15		13.03			13.03	276.29	92.79%
5	M. Poschkens	FAI	Profi	13.74	13.88			13.74	262.01	87.99%
6	R. Hiern	FAI	Rossi 15 FI.	15.36	N.E.L	14.89	14.97	14.89	241.77	81.20%

Combined Speed Results

Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Flight 4	Fastest	Km/h	%
1.	M. Wilson	Class 3	OS 60VR	10.48	10.35			10.35	279.89	100.00%
2.	R. Hiern	Class 5	Novarossi 21	14.82	14.84			14.82	242.91	99.26%
3.	M. Wilson	Class 5	Novarossi 21	15.18	14.89			14.89	241.77	98.79%
4.	G. Nelson	1/2 A Proto	JAK.09	25.33			24.79 23.75	23.75	151.58	98.78%
5.	H. Bailey	Class 1B	OS CZ11 PS	18.06				18.06	199.34	94.91%
6.	R. Hiern	Class 1B	OS CZ11 PS	18.30				18.30	196.72	93.66%
7.	D. Shackelford	Class 5	Novarossi 21		19.81	17.39		17.39	207.02	84.59%
8.	H. Bailey	Class 1	Novarossi.12	19.47				19.47	184.90	79.92%
9.	D. Shackelford	Class 1	Novarossi 12	No time						0.00%

In Vintage Team Race, the Baddock/Nelson team broke their "Pluto" model during practice. Justic/Stein had a run in on take off at their first pit stop and broke their "Dimpled Dumpling". Tim Cooper tried two of his PAW engines but could not get either of them to perform adequately.

Wilson/Poschkens decided to sit on their heat 1 time of 3:20.96

Vintage A Team Race Results.

Team	Heat 1	Heat 2	Final
M. Wilson/M. Poschkens	3:20.96	DNS	6:39.26
H. Bailey/K. Baddock	3:33.9	3:40.62	6:55.54
C. Ray/N. Baker	3:26.58	3:23.75	7:19.57
T. Cooper/A. Nugent	77 laps	71 laps	
R. Justic/P. Stein	44 laps		
N. Baddock/G. Nelson	Withdrew.		



In **Goodyear** team race, five models were ready in the pits for practice. By race time, only two were able to race. Nathan and Keith Baddock were loaned a model and a couple of races ensued. Here are the results.

Goodyear team race.

<u>Team</u>	<u>Heat 1</u>	<u>Heat 2</u>
C. Ray/N. Baker	34 laps	3:39.94
N. Baddock/K. Baddock	4:07.79	5:44.84

The **Half A Combat** contest was run as a round robin. Richard Justic was the first casualty when he suffered a massive mid air demolition against Harry Bailey. His one and only model was destroyed.

Greg Nelson flew two bouts against Murray Wilson to decide the contest winner. He won the first by 368 points to Murray's 166 but lost the second with Murray's point count 441 to Greg's 264.



Half A Combat Results

<u>Place</u>	<u>Entrant</u>	<u>Rd 1</u>	<u>Rd 2</u>	<u>Rd 3</u>	<u>Rd 4</u>
1.	M. Wilson	W	W	L	W
2.	G. Nelson	L	W	W	L
3.	H. Bailey	W	L	L	
4.	R. Justic	L	-		



In **Classic FAI** team race, the Wilson/Poschkens team set the fastest heat time and followed that up with a faultless final race to take top position.

Classic FAI team race results

<u>Team</u>	<u>Heat 1</u>	<u>Heat 2</u>	<u>Final</u>	<u>Engine</u>
M. Wilson/M. Poschkens	4:07.67	DNS	8:37.19	Parra
C. Ray/N. Baker	4:20.64	DNS	10:12.84	Nelson
H. Bailey/G. Nelson	4:35.79	4:40.36	10:37.17	Parra
T. Cooper/A. Nugent	5:32.21	4:43.33		KMD



With a margin of 13 seconds between first and third placings in 27 Goodyear, it is not hard to imagine that the racing was a close run thing. In this event, team work is extremely important and Murray Wilson and Ron Lacey have this aspect of the event down to a fine art.

27 Diesel Goodyear Results

<u>Place</u>	<u>Team</u>	<u>Heat 1</u>	<u>Heat 2</u>	<u>Final</u>
1.	R. Lacey/M. Wilson	5:08.69	DNS	10:34.19
2.	H. Bailey/A. Nugent	6:01.32	5:15.44	10:44.71
3.	N. Baddock/K. Baddock	5:24.72	DNS	10:47.38
4.	R. Justic/G. Nelson	30 laps	5:30.43	
5.	T. Cooper/A. Nugent	5:34.91	5:31.81	



*The 27 Goodyear place getters:-
2nd Nugent/Bailey 1st Lacey/Wilson 3rd Baddock/Baddock*

The **Vintage Combat** contest had the usual mix of good flying, bad luck and spectacular crashes. One such crash happened in the 3rd and 4th place fly off between Tony Caselli and Mark Poschkens. They both launched at the “go” signal but were only airborne for 20 seconds before a massive mid air collision brought them both down to earth in a sad state of disrepair. The cut judges watches had 29 seconds for Tony and 24 seconds for Mark.



Tony Caselli launches for Murray.

Murray Wilson kept a clean sheet of wins ending the day with a final bout against Harry Bailey with a score of 269 points to Harry’s 181

Vintage Combat Results

Place	Entrant	Rd 1	Repechage	Rd 2	Rd 3	Rd 4	3rd & 4th fly off
1.	M. Wilson	W	-	-	W	W	
2.	H. Bailey	W	-	W	W	L	
3.	T. Caselli	L	W	-	L		W
4.	M. Poschkens	L	W	-	L		L
5.	K. Maier	W	-	L			
6.	G. Nelson	L	L	-	-		



Harry Murray Tony



*Fun in the sun!
Tony Caselli Ken Maier*

Greg Nelson Gary Whitbourn

The only event that was not run was F2C team race as the anticipated number of entries dwindled down to the only team of Ray/Baker. It did however present the opportunity



F2C coaching from an expert.

to give Nathan Baddock the experience of flying a borrowed F2C model for the first time. Ex World Champion pilot Rob Fitzgerald was on hand to give some coaching instructions and Nathan soon got the hang of the take off and landing characteristics of the model and the piloting techniques required.

The Ray/Baker team then entered the circle, Keith Baddock took on the pitman duties for Nathan and the two teams used a few tanks of fuel for some simulated racing conditions.

Thanks go to all that attended, took part, officiated and also to our volunteer catering crew that provided us with a selection of food and refreshments.

The New Years Eve celebration dinner was re-located from the club barn to the Wilson’s home, and once again our ladies provided those that attended with an excellent feed.

Event winners were presented with bottles of wine on the final day of competition.

Pictures for this report were provided by the Editor and the camera of Neil Baker.



S.A. Half-A Proto Speed rules.

This Class is intended as an introduction to Control Line Speed. Where applicable, MAAA Rules for Australian Speed Classes apply.

1. Model Specification

1.1 The model shall have a profile fuselage resembling a full-size aircraft, including a cockpit canopy, windshield or cabin glazing representing the "pilot's" position and a vertical tail fin (except where a V-tail is used). Dimensions, wing and tail areas are unrestricted.

1.2 Maximum weight 500g.

1.3 The engine shall be side-mounted, with the cylinder pointing outboard and with no cowling or streamlining outboard of the engine mounting face.

1.4 A fixed undercarriage with minimum wheel diameter of 25mm shall be used for take-off and landing.

1.5 A two-line control system, with all components (excluding mounting screws) shall be external to the model surfaces.

1.6 The fuel tank shall be located outboard of the crankshaft axis (excluding filler or vent pipes).

2. Engine Specification

2.1 The engine shall have a maximum swept volume of 1.76cc for plain bearing engines, otherwise 1.5cc.

2.2 The engine shall be normally aspirated – no pressure fuel feed systems are allowed.

2.3 No exhaust attachments (e.g. tuned pipe or mini-pipe) are allowed

2.4 The engine shall be fitted with a commercially available injection moulded plastic/composite or wood propeller. Propeller modifications are permitted.

3. Fuel Specification

3.1 Fuel for engines using compression ignition (diesel) is unrestricted.

3.2 Fuel for engines using glow plug or spark ignition shall be 70% methanol, 10% nitro methane and 20% castor oil.

4. Line Specification

4.1 Minimum line diameter shall be 0.3mm.

4.2 Line length (measured from front of handle grip to crankshaft axis) shall be no less than 13.26 metres.

4.3 The model bellcrank, lines and handle shall withstand a pull test of 25G.

5. Flying

5.1 The event is timed as a drag race, over 12 laps (one kilometre).

5.2 For a flight to be official, a pylon must be used within three laps (or within one lap if a record is to be claimed).

5.3 Except at take-off, a normal flying height between one and three metres shall be maintained, for the flight to be official.

6. Classification

6.1 Contest organisers shall calculate the speed of each official flight as follows

Speed (in Km/h) equals 3600 divided by the flight time in seconds, and then taken to the nearest lower 1/10th Km/h.

6.1 Each flyer's highest official speed shall be used to determine placings. In the event of a tie, to separate the flyers, the second fastest speed, and in the event of a further tie, the third fastest speed shall be used.

Some pictures from the F2B competition held at Whalan NSW on November 24 last year.

Pictures by Nat Beckett

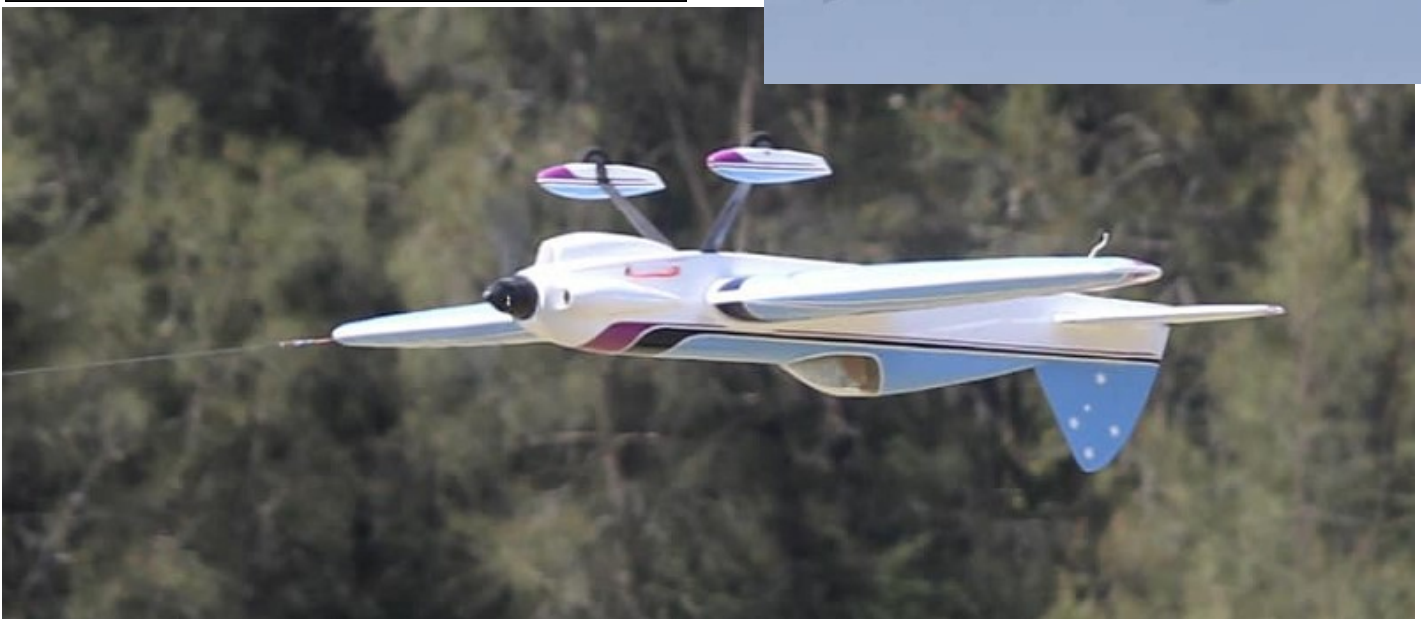
Another great day for an F2B comp at Whalan. Great results.



F2B AEROBATICS Exp				
COMPETITOR	ROUND 1	ROUND 2	ROUND 3	ROUND 4
TONY	1 867	5 934.5	111	1278.5
PAT	2 560.5	4 632	1104.5	1276
REG.	3 841	2 843	7122	1139
DON	4 645.5	3 691	7274.5	1325
GEOFF	5	6		1272
GARY	6 772	1 782	1262	



 **AROUND THE CLUBS**



For Sale

STUNT ENGINES

Evolution 60 NX SE CL factory stunt engine. Good dependable power. I have another one of these in a 62 inch stunt ship and it behaves fine. (This is a modern schnerle ported 60 stunt engine with the torque of a conventional stunt 76.) That ABC ran-in within 15 minutes and has always stunt-run well. It'll never wear out so I don't need to keep this spare. Complete with muffler and full new kit of parts. New in box. \$95 or good offer.

Also legendary Super Tigre ST60 stunt engine. I bought this new years ago and it's always been looked after and run on correct oil. Complete with tongue and tube mufflers. Good running condition. \$95 or good offer.

Derek Pickard 0419 388 075



Engines For Sale

Brand new in original box, never run, Oliver Tiger Mk3 No T31424, which I think indicates made in 1954, Needle still in factory wrapping, a very unique piece of British modelling history. \$600

Eta 15 Mk 11 very good \$250

Mills VA .25 looks new & un run, \$140

Mills .75 Very Good \$140

Cox 09 Like new \$135

CS Oliver Twin New in Box \$600

Redfin Blue Streak .60 NIB \$270

Will supply photos to those interested

Roy Summersby 0413588720 roydi132@optusnet.com.au



Taipan Products.

Propellers

- \$5 each 7x4 Flexi Nylon
- \$5 each 7x4 BASF Hard
- \$5 each 8x4 Flexi Nylon
- \$5 each 8x4 BASF Hard
- \$5 each 8x4 early mould, Flexi Nylon
- \$5 each 7x6 early mould. BASF Hard
- \$5 each 7x6 early mould, Flexi Nylon
- \$5 each 7x6 Flexi Nylon
- \$5 each 8X6 Flexi Nylon
- \$5 each 9X4 BASF Hard
- \$5 each 9x6 BASF Hard
- \$5 each 10x4 BASF Hard
- \$5 each 10x6 BASF Hard

Note * BASF is the hard black material.

\$10 each 2" Ertacetal Black Wheels (Grass racing or combat)

\$32 each Tarmac wheels. (Alloy and polyurethane).

\$9 Static engine stands for display. (Brass)

POA Steel lines. 0.015" 52 feet, 42 feet & 60-65 feet.

\$10 Line reels. Plastic. Large Diameter.

\$16 Double line reels for combat. Large Diameter.

Greg Nelson.

taipanprop@gmail.com

CS Olly Tiger new	\$125
PAW 35 R/C Diesel NIB	\$125
OS 20 FS NIB	\$275
MVVS 10cc diesel R/C NIB	\$175
Mills .75 used good	\$100
PAW 15/19 ? tuned very good	\$60
Boddo Mills Twin nib	\$250
RCV 60 in line nib	\$400
OS 46 FX R/C nib	\$100
OS 46 SF R/C nib	\$100
Mechanair Dunham replica nib	\$175
AM 25 nib	\$60
OS 20 FP R/C used good in box	\$60
OS 40 FSR R/C ring used very good in box	\$75
OS 25 F R/C used very good in box	\$75
Taipan Tyro Black head used very good	\$75
Taipan S13 2.5 D last model very good	\$200
GB 75 good for age/soft p/l	\$750
MK 17 1.5 and Marz 2.5 diesels nib	\$100
Silver Swallow 1.5 and 2.5 diesels nib	\$100
Enya 46 4c very good in box	\$150

Wanted Taipan 61 engine or parts

Contact Wayne Wilson @ whyzedman@hotmail.com

Due to a steep price increase from my supplier, I now, regrettably have had to increase the price of my castor oil products. Effective from 1st May 2024

2.5 lts castor oil \$45
4.0 lts castor oil \$65
5.0 lts castor oil \$80

Above prices include supply in brand new PE plastic containers
Plus, Flat rate Auspost satchel cost (medium & large)

Sport Diesel fuel supplied in steel tins with steel lids 500ml \$25 & 1 litre \$40
(no postage available as it is classed as dangerous goods)

Pick up available from Altona (13km west of Melbourne GPO) or Knox MAC club days.

Taipan 7x4 & 7x6 white (flexible) nylon propellers \$2.50 each
+ parcel post & or tracked letter post postage cost (up to 6 props in a letter)

Taipan 7x4 & 7x6 Black (glass filled) **SOLD OUT**

Email: combtkid@hotmail.com
Phone 0433797058

U.S. Hard rock maple bearer wood, precision cut and machine sanded.

Cost \$4.50 each plus postage. All lengths 12"

Sizes: 3/8"x3/8"
3/8"x1/2"
1/2"x1/2"

Also, I now have a stock of 3/16" sq. and 1/4"sq rock maple spars.

All spars are precision sanded with 150 grit. \$4 each plus postage.

email: aheath296@gmail.com

ANDREWS PANS.

29 SPEED PAN	\$30
2CC SPEED PAN	\$25
T/R PANS. Different types available.	\$25
TANK AND BOTTLE VALVES	\$50 EACH

The Rothwell style plates have been withdrawn. If you have one please contact me for refund.

Thanks.

Andrew Nugent.
andrew.n5@bigpond.com

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F2C, Goodyear, Speed, and other props available.
Email me for any enquiries / orders.

Contact Ian Thompson
iantthompson@msn.com mobile 0451085325

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

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VECO -- DUMAS
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Ian Smith, Balmoral, NSW 2283.



Two pairs of E-FLITE Foam Park Wheels - either 2" or 2 1/4"

Contact Peter White on 0401 496 265 or

email peterhwhite1942@gmail.com

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