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# THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

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Number 129

Produced by the Victorian Control Line Advisory Committee



February 2009  
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**Copy Deadline for next issue is:  
Wednesday February 18th 2009  
PRODUCTION SPECIFICATIONS**

Please remember when submitting copy that if you have access to a PC, or suitable typewriter you can save me retyping by giving me your items pre typed, and please use a good black ribbon for best reproduction.

**Best of all is to send a CD or use Email**

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

Email address:- [hbbailey@optusnet.com.au](mailto:hbbailey@optusnet.com.au)



## COMING EVENTS



### VICTORIAN CONTROL LINE CONTEST CALENDAR

|                 |   |       |
|-----------------|---|-------|
| Feb- 1          | Clag Flying Day   | Moe   |
| Feb- 8          | <b>Speed</b> . Navy Carrier, Vintage Combat                             | CLAMF |
| Feb- 22         | Vintage A, Classic B.   | KMAC  |
| Mar- 1          | Diesel Day  | Moe   |
| Mar- 7th-9th    | <b>South Australian State Championships</b><br>Murray Bridge/Callington |       |
| Mar-15          | <b>F2C Team Race, Goodyear, Mini Goodyear,</b><br>Vintage Stunt.        | CLAMF |
| Mar-22          | Hearns Trophy for Vintage Stunt.  | KMAC  |
| Mar-29          | Combined Speed  | KMAC  |
| Apr-5           | Clag Flying Day   | Moe   |
| Apr-10,11,12,13 | <b>Victorian Control Line State Championships</b>                       |       |
| Apr- 26         | (Anzac Day long weekend)  | KMAC  |
| May 3           | Aussie Day, Vintage Combat<br>CLAG/Brimbank at KMAC                     |       |
| May 10          | Mothers Day   |       |
| May 17          | Navy Carrier, Simple Combat,<br>Open Combat                             | CLAMF |
| May 24          | Classic B, Vintage A, KMAC Club Day                                     | KMAC  |
| Jun 7           | Clag Flying Day`  | Moe   |
| Jun 14          | Speed, FAI & Mod Combat, 1/2A Combat                                    | CLAMF |

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

**CLAMF** Frankston Flying Field, Wells Rd, Seaford  
(Melway 97J10), 10.00am start

Contact :- G. Wilson (03) 9786 8153,  
H. Bailey (03) 9543 2259

Email :- [CLAMF@ozemail.com.au](mailto:CLAMF@ozemail.com.au)  
Web site :- <http://clamf.aerosports.net.au/>

**KMAC** Stud Rd . Knoxfield (opposite Caribbean Gardens)  
(Melway 72 K9) 10.00am start

Contact :- Ken Taylor (03) 97380525  
John Goodge (03) 9761 7793  
Email :- [johnnogo@bigpond.com.au](mailto:johnnogo@bigpond.com.au)

**CLAG** Contact :- Graham Keene  
Email :- [gkeene@wideband.net.au](mailto:gkeene@wideband.net.au)  
Details of venues can be found on web site  
[www.clagonline.org.au](http://www.clagonline.org.au)

**Brimbank Falcons** Stadium Drive, Keilor Park Recreation Reserve, Keilor. (Melways ref 15 C 5). Regular flying day 3rd Sunday of each month 10.30am.  
BFCLMAC club secretary is Mathew Shears.  
Email: "Mathew Shears" [matshears@aapt.net.au](mailto:matshears@aapt.net.au)  
Ph home 03 5472 3881 Mobile 0432 491 794  
The newly elected club president is Alan Mattheison-Harrison  
email: [adharrison5@bigpond.com](mailto:adharrison5@bigpond.com)



## COMING EVENTS



### C.L.A.S. CONTEST CALENDAR 2009

**\*\* Events which form part of Team Selection for 2010 World C/L Championships.**

| DATE       | CLUB   | EVENT   |
|------------|--|---|
| Sun 1 Feb  | SAT ( Kelso Park )                                 | F2B Aerobatics  |
| Sat 21 Feb | KMFC   | Club Stunt ( Novice)  |
| Sun 22 Feb | KMFC   | Diesel G/Year, Sabre Trainer and 2.5 Diesel Speed                     |
| 7-9 Mar    | <b>S.A. Monarto &amp; Callington</b>               | <b>SA STATE CHAMPIONSHIPS</b><br><b>** (incl. F2A, F2B, F2C, F2D)</b> |
| 7-8 Mar    | <b>MDMAS.</b> (Mitchell Hill Fields, Muswellbrook) | <b>2009 HUNTER VALLEY CHAMPIONSHIPS.</b><br>Contact Luke Anderson     |
| Sun 15 Mar | KMFC   | KMFC 500 Lap race   |
| Sun 29 Mar | SSME   | Phantom, Vintage A, Vintage 1/2A and Bendix                           |
| Sun 5 Apr  | KMFC   | F2B Aerobatics and Novice F2B.  |
| 11-13 Apr  | <b>CLAMF &amp; KMAC</b>                            |   |

### VICTORIAN STATE CHAMPIONSHIPS

**\*\* (incl. F2A, F2B, F2C, F2D)**

|            |   |   |
|------------|---|---|
| 13-Apr     | <b>W.A. Venue TBA</b>                               | <b>W.A. State Champs.</b><br><b>** ( F2C only)</b>              |
| Sat 18 Apr | KMFC  | Club Stunt (Novice)   |
| Sun 19 Apr | KMFC  | Diesel G/Year, Sabre Trainer and 2.5 Diesel Speed.              |
| Sun 26 Apr | KMFC  | 1.6 and Slow Combat   |
| Sat 2 May  | KMFC  | Club Racing   |
| 2-3 May    | <b>MDMAS.</b> ( Mitchell Hill Fields Muswellbrook ) | <b>VETERANS' GATHERING.</b><br>Contact Luke Anderson 0409409367 |
| 2-4 May    | <b>QLD. ALC fields, Chetwynd St, Loganholme</b>     |   |
|            | <b>QUEENSLAND STATE CHAMPS</b>                      | <b>** (incl. F2A, F2B, F2C, F2D)</b>                            |

**Sat 9 May W.A. Venue TBA. W.A. State Championships**  
**\*\* (F2B only)**

|            |  |  |
|------------|--|--|
| Sat 30 May | KMFC                                     | Club Stunt (Novice)  |
| Sun 31 May | SSME                                     | F2B Aerobatics   |
| 6-8 Jun    | <b>CLAS. Venue TBA</b>                   | <b>CLAS. NSW C/L STATE CHAMPS</b><br><b>** (F2B and F2D)</b> |
| Sun 21 Jun | KMFC                                     | Diesel Goodyear, Sabre trainer Racing & 2.5 diesel speed     |
| Sun 5 Jul  | KMFC                                     | AGM, 2.5 Stunt and Club Racing.                              |
| Sun 12 Jul | <b>Doonside event to be held at SSME</b> | <b>F2B Aerobatics</b>  |
| Sun 19 Jul | KMFC                                     | 1.6 and Slow Combat  |
| Sat 1 Aug  | KMFC                                     | CLUB STUNT (Novice)  |
| Sun 9 Aug  | KMFC                                     | F2B Aerobatics and Novice F2B.                               |
| Sun 16 Aug | KMFC                                     | Diesel Goodyear, Sabre Trainer Racing & 2.5 Diesel Speed.    |

29-30 Aug COWRA MAC. 4th OILY Hand Diesel Day.  
 (Contact Ian Cole 0427 015 792) Details TBA.  
 Sun 30 Aug SSME Slow Combat  
 (Bonus points for WW2 Style model).  
 Sun 13 Sep KMFC Classic Stunt, Vintage Stunt  
 & Palmer event. Details TBA  
 Sun 20 Sep KMFC Club Racing & Slow Combat  
 Sun 27 Sep SSME F2B Aerobatics  
**3-5 Oct NSW. Venue Twin Cities, Albury**

### CLAS.NSW C/L STATE CHAMPIONSHIPS.

**\*\* (F2A and F2C)**

### 3-5 Oct CLAS at Kelso Park

City of Sydney Championships  
 Sun 11 Oct KMFC *Gordon Burford Day.*  
 (Details TBA) SWAP MEET  
 Sun 18 Oct KMFC Club Racing and Diesel Goodyear  
 Sun 25 Oct SSME Phantom, Vintage A, Bendix T/R,  
 Vintage 1/2A  
 Sat 31 Oct KMFC CLUB STUNT (Novice)  
 Sun 1 Nov SAT (Kelso Park) F2B Aerobatics  
 Sun 15 Nov KMFC Slow Combat and 1.6cc  
 Sun 22 Nov NACA (Gateshead H.S.)  
 Classic Stunt & Cardinal Stunt.  
 (I.Smith Ph:024975 2292)  
 Sun 22 Nov KMFC Vintage T/R, 1/2A,  
 A (2 divisions) and Vintage B.  
 Sun 29 Nov KMFC KMFC Christmas Party and Fun Fly  
 Sun 6 Dec Doonside. **To be held at SSME**  
 F2B Aerobatics

### Dec 28th 4th Jan.2010 63rd MAAA Nationals\*\*

### 63rd NATIONALS. Albury NSW **\*\* (hosted by Victoria)**

**KMFC** - (Ku-ring-gai Model Flying Club) - St. Ives  
 Showground, Mona Vale Rd, St. Ives.  
**NACA** - (Northern Area Contest Aeromodellers) -  
 Gateshead H.S., Pacific Hwy, Gateshead.  
**SAT** - (Sydney Aeromodelling Team) - Kelso  
 Park North, Henry Lawson Dr. Panania.  
**SSME** - (Sydney Society of Model Engineers) -  
 Model Park, Luddenham Rd, Luddenham.  
**MDMAS** - (Muswellbrook District Model Aero Sports  
 Inc.) - Mitchell Hill Field, New England Hwy,  
 Muswellbrook  
**DOONSIDE** - (to be held at SSME) Luddenham.

### Western Australia Contest Calendar 2009

May 9 W.A. State Champs for F2B at Lumin  
 Christie Field  
 Jun 13-14 W.A. State Champs F2C at  
 Whiteman Park

THESE TWO EVENTS ARE FOR W/CHAMPS  
 QUALIFYING

Printed by Minuteman Press  
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 Seaford, VIC 3198  
 Phone: 03 9773 5586

On behalf of **Aeromodellers of Logan City Inc.**,  
 I hereby announce the  
**QLD State CL Championships for 2009**, to be  
 held on 2-4 May at ALC. All FAI events are W-C Team  
 Qualifiers. Entry forms are available on the following  
 website:  
[www.f2alc.com](http://www.f2alc.com)  
 Peter Krenske  
 Secretary, Aeromodellers of Logan City Inc



### Adelaide Aeromodellers Club

### 2009 1st Quarter Events Calendar

1. *Vintage & Classic Stunt Comp. (bonus points for Australian content) - January 24<sup>th</sup>*
2. *Stunt Clinic: F2B & Novice - February 7<sup>th</sup>*
3. *Stunt Competition: F2B & Novice (preparation for SA State Champs) - Feb. 21<sup>st</sup>*
4. *SA CL State Championships: Monarto & Callington - March 7, 8, 9<sup>th</sup>*

#### Notes:

1. All days are Saturdays, dates are provisional
2. Start time of all competitions is 11.00 am. Practice from 10.00am.
3. All events to be held at the AAC field, Unley Rd City opposite BMX Park.
4. All entrants must be financial MASA members.
5. Safety straps are required on all handles in all events.
6. Mufflers mandatory on all glow motors 2.5cc and above

**For more info contact Peter Anglberger,  
 Tel 8264 4516**



### Hearn's Trophy

### Vintage Stunt event

To be held at the Knox flying field on  
 Sunday the 22nd of March 2009  
 All models to be on the flight line by 10 am

Model and Engine age points only  
 to apply

**Any queries contact John Goodge  
 0439 972 006**



# Classic FAI Team Race. (pre 1970 rules)

In the December Newsletter there was an article concerning a proposed new event as named above. This article outlined some rule proposals formulated to suit this class. At the recent nationals at Albury a very informal meeting was held by interested modelers to discuss the possible rules. I seemed to be the one with the pen and paper so I scribbled down some notes as everyone was talking. Now that I have come home and re-read the article it seems that what was proposed is very similar to what was discussed at the Nats.

During this meeting (in John Hallowell's room) a number of plans (supplied by the Nobster) were laid out on the bed. Most of these plans were from the 1970's era and generally conformed with the proposals suggested in December. They were all traditional wing and tail models with fully shaped fuselages. Some were however under size when it came to the 75 mm fuselage dimension. This fuselage height measurement taken at the wing root had been suggested to rule out pod and boom type models which came about during the early 70's. It was agreed by those present (still only a proposal) to reduce this figure to 55mm to allow all these models to conform. If the plan does not conform it would be a simple task to increase this height to suit the rules.

## The main points of the meeting were:

- ☐ Engines as mentioned in December newsletter and others of the era but they must be non schnuerle ported.
- ☐ Squeeze bottle filling only. Single function valve allowed but no multi-function valves. Tank size 10cc.
- ☐ Rules as per 1970 FAI T/R rules but with the new proposals incorporated.
- ☐ Props are to be commercially available GRP e.g. – APC props.
- ☐ Most of the other topics discussed are documented in the December (Issue 128) newsletter.

Cox type carbi's were not mentioned but I have noticed that the R250 has this setup as standard.

There was a comment at this meeting that some people might put forward the argument that there are enough racing events already. It was noted that the events that get the most entries are the newer introduced ones of "Vintage A" and "Classic B" and sometimes something new stimulates new interest. Vintage Combat is another example of this philosophy.

Time will tell!

That's about it for now other than if anybody has a copy of the pre 1970 T/R rules and could forward a copy to the Editor it would be appreciated and "the Nobster" is not recognized by spell check. Sorry Neil!!!!

Andrew Nugent.



## Barker / North "Classic 15" model

For some race speed guidelines here are the 100 lap heat results from the recent Barton Cold Turkey meeting in England.

The results came from Lawrence Court and he comments:- *"The Tigress we flew was a new model and when I read the article that accompanied the plan in Jan 63 Model Aircraft, Ken Long reckoned that a time of 4.40-4.45 was reasonable, the best times he had recorded being 4.32 and 4.37 at the time. So the winners time at Barton was in the ball park."*

## Classic 15

|                     | Time    | Model       | Engine |
|---------------------|---------|-------------|--------|
| Langworth/Broadhead | 4.44 1  | ???         | Fora   |
| Barker/North        | 4.57 2  | ???         | Fora   |
| Fitzgerald/Cuthbert | 5.03 3  | ???         | Fora   |
| Toogood/Ward        | 5.25    | Orion       | Oliver |
| Nixon/Ridley        | 5.42    | Grimmet FAI | Fora   |
| Ross/Court          | 6.03    | Tigress     | Fora   |
| Heaton/Morrissey    | 6.08    | Timeta      | Fora   |
| Eyre/Walker         | 29 Laps |             |        |



Email: - Steve Rothwell [steve@smrpl.com.au]

Web site: - [www.smrpl.com.au](http://www.smrpl.com.au)

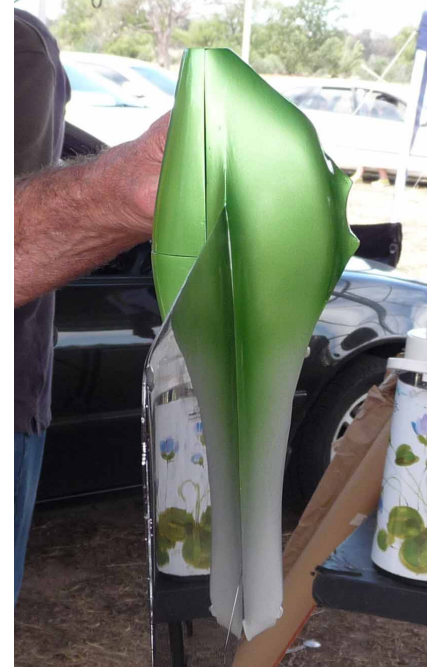
*Steve Rothwell has moved to new premises.  
Here is his new contact information*

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Whilst competing at the Australian Nationals, Grant Potter (Current F2C World Champion) received a package containing a newly purchased F2C model. The model conforms to the new rules and hence has no pilot.

The model is the latest creation of Ferenc Orvost in Hungary



In a comment about the carbon fibre Ferenc wrote:-

*"The textile is called Textreme. (Google it). On their page a clear explain why it is better than normal woven one. A Swedish Product and available at R&G German shop too. The textile needs less percent of epoxy (25-30%) than the normal and is still stiffer than anything else. It has reduced the total weight of the model".*

Grant made these comments after a test session.

*"The model did fly very well, very stable and landing was very easy. Initial testing indicated the model was as fast as the Bondarenko retracts I had been using without the pitting and take-off problems of a retract. I think it will go faster when the weather conditions are better and further conclusive testing can be done.*

*Any one wishing to get started I would certainly recomend them to use Ferenc models above any other ready to fly models currently available due to the price, quality, flying speed and handling, experienced teams should make up there own minds.*

*Ray and I used a Lerner F2C engine. You can also use Profi and Mazniak and Sosnosky F2C engines. We used the Lerner tank and valve as well.*

*Lerner Engine - 700 eu  
Lerner tank and valve - 250 eu "*

*Model prices and Sosnosky engine prices and further pics are available at Ferenc's website  
<http://bumacofly.atw.hu/index.html>*



# RESULTS AND REPORTS OF THE MAAA 62nd NATIONALS IN ALBURY NSW

## FAI SPEED

The first speed class at the Nats to be flown was FAI, at the MAAA concrete circle at Albury, in windy and dusty conditions, and a temperature of around 26 degrees C.

Many people had trouble getting settings in the conditions, as the air pressure was low as well.

Winner on the day was Ian Gapps with a speed of 285.94 kph, with his only flight of the day in the 3rd round, closely followed by Andrew Heath at 284.58kph, and in 3rd was Richard Justic on 280 kph.

I only managed 4th, the first time I have not placed in the top 3 since Goulburn Nats 1979, but that was my own fault.

After doing 284kph lately I enlarged the carby in the hope to go quicker, but did not test it before going to the Nats and could not get a setting on the day, so I had shot myself in the foot.

Andy Kerr had even less luck as he could not get a setting at all. He had to get Richard Justic to fly his model as he is having a few health problems, so could not fly it himself, but was able to start and tune.

Every competitor used various models of Profi motors and all except mine were the Profi ARF, my model continues to fly low on one side of the circle, despite attempts to rectify it.

## COMBINED SPEED.

After FAI we flew combined, as well as 2 classes of jets. Even though they fly with us their results are separate.

Combining the flying time makes it better than having 2 separate events, as we get a breather between flights.

I flew first with my Novarossi 12 in my old model and managed 265 kph for 102% of the record. Unfortunately the record can't be claimed as no FAI observer was present. I am one but cannot process my own. No problem, maybe I can do it again at our next comp. We were lacking in manpower as many people were at the grass circles so had to manage again on our own.

We had an electronic timer [TRANSITRACE] but no one to run it. Noel flew his Nova 12 in class 1 for 234 kph for 4th place but sprained a muscle getting out of the pylon. His Class 5 Novarossi .21 managed 243 kph for 3rd place.

I also flew my Class 5 Novarossi .21, the best of 254.78 kph 99% for 2nd place. This motor is 8 years old and has over 120 flights mostly on 60 nitro and has only blown 3 Nelson plugs, I very occasionally give it a new one before a major competition, but nothing has been replaced in the engine during this time, so it shows that speed does not have to be expensive.

Our hard working Contest Director for the whole Nats, Richard Justic had many attempts with his piped Super Tigre X29 model and managed 244 kph, well below its potential! They are a hard beast to tame, I have been down the same road, the problem with monoline is you do not have a shut off and if it goes lean etc, all you can do is hang on and listen to it detonate etc.

Andrew Nugent, who has only being flying speed for a few months managed 6th place in Class 1 with his Budget model Novarossi 12 [\$155 us\$\$] it has previously gone faster in testing but on the day was a bit slow, it is only on 30% nitro fuel at this stage.

Harry Bailey rushed back from the grass circles to put in his usual 3 flights in Proto using his even older Novarossi .21 Class 2 team racer. He had won Class 2 team race with this same model and went on to win Open Rat Race with it next day. He also flew his OS PS11 "Arrow".

Another new guy was Ron Blombery, from Sydney with a Picco .21 model but got behind it in the pylon and crashed so could not continue. He also had a .28 powered Class 2 model but maybe wisely decided to give it a miss in the conditions as it had not been flown before. Keep at it Ron we all had problems when starting, mine was a wingover.

The jet guys put up many flights but unfortunately only 2 official flights, Rob Fry managed to win with David Axon 2nd.

A few jet models hit the ground in the trying windy conditions and unfortunately a few motors were badly damaged. I hope one of the jet guys could do a little run down on the many who put in attempts on the day and let us know what happened as I was busy.

A big thank you goes to Richard Justic for his running of the events and to all the time keepers.

Next year we get to do it all again at Albury, so start testing and let's hope we can get more entries, because the models are out there but not being flown. WHY NOT?????..

Robin Hiern

## Combined Speed Results from 62nd Nationals Albury, NSW. 1/1/2009

| Pos | Name       | Class   | Engine          | Flight 1 | Flight 2 | Flight 3 | Fastest | Km/h   | %       |
|-----|------------|---------|-----------------|----------|----------|----------|---------|--------|---------|
| 1   | R Hiern    | Class 1 | Nova Rossi 12   | 13.54    | D.N.S    | D.N.S    | 13.54   | 265.88 | 102.36% |
| 2   | R Hiern    | Class 5 | Novarossi 21    | 14.46    | 14.23    | 14.13    | 14.13   | 254.78 | 99.22%  |
| 3   | N Wake     | Class 5 | Novarossi 21    | 14.80    | D.N.S.   | D.N.S    | 14.80   | 243.24 | 94.73%  |
| 4   | N Wake     | Class 1 | Nova Rossi 12   | 15.38    | D.N.S    | D.N.S    | 15.38   | 234.07 | 90.12%  |
| 5   | R.Justic   | Class 2 | Super Tigre X29 | N.E.Laps | N.Elaps  | 11.86    | 11.86   | 244.25 | 84.32%  |
| 6   | A.Nugent   | Class 1 | Nova Rossi 12   | 16.49    | D.N.F    | 17.89    | 16.49   | 218.31 | 84.05%  |
| 7   | H Bailey   | Proto   | Novarossi 21    | 30.50    | 30.56    | 30.83    | 30.50   | 189.96 | 79.10%  |
| 8   | H Bailey   | Class 1 | OS CZ11 PS      | 17.75    | D.N.F.   | D.N.F    | 17.75   | 202.82 | 78.08%  |
| 9   | R.Blombery | Class 5 | Picco .21       | D.N.F    | D.N.S    | D.N.S    |         |        | 0.00%   |
| 9   | R.Blombery | Class 2 | ???? .28        | D.N.S    | D.N.S    | D.N.S    |         |        | 0.00%   |

## F2A Speed Results

| Pos | Name     | Class | Engine | Flight 1 | Flight 2 | Flight 3 | Fastest | Km/h   |
|-----|----------|-------|--------|----------|----------|----------|---------|--------|
| 1   | I.Gapps  | FAI   | Profi  | ATT      | ATT      | 12.59    | 12.59   | 285.94 |
| 2   | A.Heath  | FAI   | Profi  | 12.65    | ATT      | 12.72    | 12.65   | 284.58 |
| 3   | R.Justic | FAI   | Profi  | ATT      | 13.13    | 12.85    | 12.85   | 280.16 |
| 4   | R.Hiern  | FAI   | Profi  | 13.38    | ATT      | 13.42    | 13.38   | 269.06 |
| 5   | A.Kerr   | FAI   | Profi  | ATT      | ATT      | ATT      |         |        |

## Jet Speed Results

| Class | Laps | Entrant     | Round 1   | Round 2 | Round 3 | Best Time | Best Speed | % Record |
|-------|------|-------------|---|---------|---------|-----------|------------|----------|
| Sport | 7    | R.Fry       | 12.42   |         |         | 12.42     |            | 92       |
| Sport | 7    | D.Axon      | 13.45   |         |         | 13.45     |            | 85       |
| Sport | 7    | P.Morandini | There were 6 fliers with pulse jets and sporting their new polo shirts, with the PJAA logo on them.<br>Rob Fry and his son Blade, Alasdair Taylor from Perth. John Taylor, Queensland, John Walker, NSW and David Axon, Vic.<br>The flights were interspersed with the Combined Speed. There were 6 flights put up, but only 2 official times were recorded. The wind was a problem, with 3 of the stock jets sustaining various amounts of damage.<br>Due to some competitors having to go to other events at the grass field, time was very short for some fliers. Rob Fry flew his fast jet the next day but it was unofficial.<br>John Taylor and David Axon also had fast jets but were not going to risk them in the windy conditions.<br>Rob Fry was first place, with David Axon second place. Both with stock jets.<br>Report from Dave Axon |         |         |           |            |          |
| Sport | 7    | J.Walker    |   |         |         |           |            |          |
| Sport | 7    | J.Walker    |   |         |         |           |            |          |
| Sport | 7    | R.Fry       |   |         |         |           |            |          |
| Sport | 7    | B.Fry       |   |         |         |           |            |          |
| Sport | 7    | J.Taylor    |   |         |         |           |            |          |

## F2C Team Race results

| Place | Pilot        | Pitman      | Heat 1  | Heat 2  | Heat 3  | Heat 4 | Best Heat | Final     |
|-------|--------------|-------------|---------|---------|---------|--------|-----------|-----------|
| 1     | R.Fitzgerald | M.Ellins    | 3:10.47 | 3:03.09 | 3:07.78 |        | 3:03.09   | 6:57.50   |
| 2     | M.Wilson     | M.Poschkens | 3:22.34 | 67 laps | 3:16.94 |        | 3:16.94   | 7:30.25   |
| 3     | G.Potter     | R.Harvey    | 3:33.98 | 3:18.82 | 4:27.09 |        | 3:18.82   | Run-in DQ |
| 4     | G.Wilson     | N.Baker     | 70 laps | 3:36.45 | 4:01.00 |        | 3:36.45   |           |

## Class 2 Team Race Results. 70 lap heat 140 lap final

| Place | Engine       | Pilot       | Pitman      | Heat 1  | Heat 2  | Best Heat | Final   |
|-------|--------------|-------------|-------------|---------|---------|-----------|---------|
| 1     | NovaRossi 21 | H.Bailey    | M.Ellins    | 2:59.90 | DNS     | 2:59.90   | 6:02.43 |
| 2     | Nelson 29    | G.Wilson    | A.Lumsden   | 3:11.00 | 3:10.56 | 3:10.56   | 6:23.00 |
| 3     | NovaRossi 21 | J.Hallowell | N.Baker     | 3:03.31 | DNS     | 3:03.31   | 8:41.46 |
| 4     | Nelson 29    | M.McDermott | T.McDermott | 3:18.54 | 3:16.12 | 3:16.12   |         |
| 5     | ST G21/29    | R.Fry       | A.Taylor    | 4:06.53 | 3:17.28 | 3:17.28   |         |
| 6     | CS 21 Glow   | Ray         | Ray         | 4:12.81 | 3:32.72 | 3:32.72   |         |

## Goodyear Team Race Results

| Place | Pilot        | Pitman      | Heat 1  | Heat 2  | Best Heat | Final   |
|-------|--------------|-------------|---------|---------|-----------|---------|
| 1     | C.Ray        | J.Ray       | 7:14.35 | 4:32.70 | 4:32.70   | 9:11.28 |
| 2     | R.Fry        | A.Taylor    | 4:34.40 | 4:26.90 | 4:26.90   | 9:36.41 |
| 3     | G.Wilson     | M.Ellins    | 3:51.72 | DNS     | 3:51.72   | 11 laps |
| 4     | J.Hunting    | K.Hunting   | 5:34.65 | 5:07.14 | 5:07.14   |         |
| 5     | M.Wilson     | A.Lumsden   | 5:19.28 | 5:45.22 | 5:19.28   |         |
| 6     | T.McDermott  | M.McDermott | 5:45.42 | 1 lap   | 5:45.42   |         |
| 7     | D.Bainbridge | R.Justic    | 9 laps  | 5 laps  | 9 laps    |         |

## F2F Team Race

| Place | Pilot        | Pitman      | Heat 1  | Heat 2  | Best Heat | Final   |
|-------|--------------|-------------|---------|---------|-----------|---------|
| 1     | R.Fitzgerald | N.Baker     | 3:59.36 | DNS     | 3:59.36   | 7:59.65 |
| 2     | G.Wilson     | S.Walton    | 4:21.69 | 5:18.86 | 4:21.69   | 8:40.45 |
| 3     | M.Wilson     | M.Poschkens | 4:12.36 | 4:41.16 | 4:12.36   | Run-In  |
| 4     | K.Hunting    | J.Hunting   | 5:47.39 | 4:58.15 | 4:58.15   |         |
| 5     | T.McDermott  | H.Bailey    | 5:00.31 | 5:41.85 | 5:00.31   |         |
| 6     | J.Hallowell  | L.Smith     | 5:19.13 | 6:21.64 | 5:19.13   |         |
| 7     | R.Bellis     | B.Bellis    | DNS     | 5:25.23 | 5:25.23   |         |

*Below:-  
Steve Walton  
warms up his  
engine for F2F  
T/R*





## Mini Goodyear Team Race Results

| Place | Pilot       | Pitman      | Heat 1  | Heat 2  | Best Heat | Final   |
|-------|-------------|-------------|---------|---------|-----------|---------|
| 1     | G.Wilson    | M.Ellins    | 3:41.28 | DNS     | 3:41.28   | 7:30.15 |
| 2     | M.Wilson    | S.Walton    | 3:40.87 | DNS     | 3:40.87   | 7:43.19 |
| 3     | J.Hallowell | L.Smith     | 4:06.04 | DNS     | 4:06.04   | 8:50.14 |
| 4     | H.Bailey    | N.Baker     | 5:25.62 | 4:16.38 | 4:16.38   |         |
| 5     | Ray         | Ray         | 4:18.15 | DNS     | 4:18.15   |         |
| 6     | J.Hunting   | K.Hunting   | 5:00.97 | 4:20.39 | 4:20.39   |         |
| 7     | T.McDermott | M.McDermott | DNS     | DNS     | DNS       |         |

## Open Rat Race. 70 Lap Heat and 140 Lap final

| Place | Pilot       | Pitman   | Heat 1  | Heat 2  | Best Heat | Final    |
|-------|-------------|----------|---------|---------|-----------|----------|
| 1     | H.Bailey    | S.Walton | 2:59.00 | DNS     | 2:59.00   | 6:11.25  |
| 2     | G.Wilson    | M.Ellins | 2:48.25 | DNS     | 2:48.25   | 6:31.81  |
| 3     | M.Wilson    | G.Potter | 2:42.56 | DNS     | 2:42.56   | 13:13.72 |
| 4     | R.Justic    | R.Owen   | 2:22.54 | DNS     | 2:22.54   | 53 laps  |
| 5     | J.Hallowell | N.Baker  | 3:18.90 | 3:11.09 | 3:11.09   |          |
| 6     | R.Fry       | A.Taylor | 3:42.88 | 3:27.07 | 3:27.07   |          |

**Open Rat** is a spectacular, fast and loud event and this year there were seven entries. Grant Potter decided that his model was a bit touchy and not safe to fly and withdrew his entry reducing the numbers to six.

Missing from this, his favourite event was South Australian Greg Pretty due to work commitments.

Most models were using .40 sized engines but Harry Bailey and John Hallowell were making up the numbers using .21 and .25 sized engines respectively.

The quicker models could not hold their pace consistently in the finals and the slower but very reliable model of Bailey/Walton flew a good race to claim first place.



Open Rat finalist:- G Potter/M Wilson,  
S Walton/H Bailey  
G Wilson/M Ellins

Tom Linwood, Trent McDermott, Blade Fry



Junior Rat Race finalist.

## Junior Rat Race

| Place | Pilot       | Pitman      | Heat 1 | Final    |
|-------|-------------|-------------|--------|----------|
| 1     | T.McDermott | M.McDermott | 102    | 201 laps |
| 2     | B.Fry       | R.Fry       | 88     | 169 laps |
| 3     | T.Linwood   | A.Linwood   | 71     | 95 laps  |



Robin Hiern and Noel Wake with the models they flew to gain the top three places in Combined Speed.

Class 2 T/R finalist



L Smith, J Hallowell, Neil Baker, H Bailey. M Ellins, A Lumsden, G Wilson

The event with the most entries was Vintage Combat



**Newsletter Editor**  
**Harry Bailey.**  
**37 Thompson Street**  
**Clayton 3168**  
**Victoria**  
**Tel (03) 9543 2259**



## VINTAGE A TEAM RACE AT ALBURY NATS

**Vintage A** had the strongest entry of any of the racing events. This follows the tradition established way back in the early 90's when the first VTR event was held at the Bendigo Nats and attracted over 20 teams.

As a matter of interest, Vintage A T/R in Australia comes of age next October, celebrating 21 years of competition since the very first event was held at Moorabbin Airport in October 1988.

The emergence of the R250 will help make sure this popular event will continue to enjoy huge support for many years to come. When Classic FAI gets underway, there is no reason why both classes cannot exist and prosper side by side.

Now back to the present and the Albury field for the running of this year's event. We'll start off with the weather. It was pretty bad... in fact so windy, if it was back home and you were thinking of a practice fly, you would not bother. However, this was a National Championship... and the show must go on.

Flying was a real test, particularly for the pilots flying three up. Have a look at the level of concentration in some of the photos. Times overall were quite a bit slower than what would be expected at a major event. However, they say cream rises to the top, and nobody can deny that the best three teams were in the final. At least on the day!

Harry Bailey was on a high after a very successful European tour late last year, including making the final of Vintage A at the British Nats and second place in Portugal. He had South Oz super flick Mark Poschkens at the R250 end. A best time of 3.29 gave them third choice for the final.

Perennial finalists Graeme Wilson and Mark Ellins put in their usual slick performance in the heats and were looking good to make the last three. Harry Potter and Ray Harvey might have been using the old and much repaired D.D. but when Harry waved his magic wand, it took just one heat to easily record the FTD. This model still rocks!

Richard Bellis and Steve Walton looked the goods and just needed an ounce of luck to qualify for the final. In the end, CD Alan Lumsden's notebook showed they missed out by the narrowest of margins to Harry & Mark.... just 13/100ths of one second!! Think that's one of the main reasons we keep turning up to events... really close, competitive racing.

The Dream Team of Ken & John Hunting have finally traded in the Marz for a shiny new R250. A little more practice with this new engine and they will be moving smartly up the results list.

John Hallowell and Neil Baker had put in the hard yards with a lot of practice. However, it all counted for nothing when the engine went lean in the first heat and then had a blocked landing due to the high wind in the second heat. We still enjoyed the racing and there's always next year!

Rob Fitzgerald and Lance Smith also did a lot of testing prior to the race but found a sharp time elusive due to little things going wrong. The Cosmic Rays will be looking forward to Easter and the Vic. State Champs to redeem themselves while those gun teams from Queensland, WA & SA, the Maccas and Rob & Alasdair and Duncan with his Texan will know an opportunity was lost to strut their stuff and show what they are really capable of.

Those teams all suffered the many and varying problems that is part of the very fabric of team racing. Certainly the gusty wind played a big part, but when such luminaries in this hobby/sport as Andy Kerr and Steve Rothwell finish right down the list, it definitely gives us lesser mortals the heart to soldier on.

The Vintage A "B" grade final was a torrid affair and resulted in a big line tangle. The Qld team of Peter Krenske and Rod Smith got home first.

The main final promised to be a beauty, but the wind had other ideas. World F2C Champ Harry Potter and fellow W.C representative Ray Harvey got home first in a time well below their best. It would be fair to say that Graeme and Mark would have got the honors if the strong wind had not dashed their Dimpled Dumpling into the ground on takeoff necessitating a restart on the other side of the circle. But that's racing. Harry Bailey and Mark Poschkens also struck trouble and limped home in third. All finalists used Dimpled Dumplings with R250 engines. Surely there are some other competitive designs out there. Would have been nice to see a Pluto in the mix... particularly a yellow one with clear wings. Maybe next time...

John Hallowell

AUS 1984

## Vintage A Team Race

| Place | Model(s)                   | Engine(s) | Pilot        | Pitman       | Heat 1  | Heat 2  | Best Heat | Final          |
|-------|----------------------------|-----------|--------------|--------------|---------|---------|-----------|----------------|
| 1     | D.Dumpling                 | R250      | G.Potter     | R.Harvey     | 3:17.38 | DNS     | 3:17.38   | <b>7:13.50</b> |
| 2     | D.Dumpling/Olympian        | R250      | G.Wilson     | M.Ellins     | 3:25.06 | 3:22.41 | 3:22.41   | <b>7:21.88</b> |
| 3     | D.Dumpling                 | R250      | H.Bailey     | M.Poschkens  | 3:34.13 | 3:29.12 | 3:29.12   | <b>9:17.15</b> |
| 4     | Voodoo                     | R250      | R.Bellis     | S.Walton     | 3:29.25 | 45 laps | 3:29.25   |                |
| 5     | D.Dumpling/<br>TigerTerror | Marz/R250 | K.Hunting    | J.Hunting    | 3:32.22 | 3:43.13 | 3:32.22   |                |
| 6     | D.Dumpling/Pluto           | R250      | J.Hallowell  | N.Baker      | 64 laps | 3:35.38 | 3:35.38   |                |
| 7     | D.Dumpling                 | R250      | R.Fitzgerald | L.Smith      | 3:38.56 | 3:41.78 | 3:38.56   |                |
| 8     | Voodoo                     | R250      | M.Wilson     | P.VanMeurs   | 88 laps | 3:41.09 | 3:41.09   |                |
| 9     | Voodoo/Shorty              | R250      | C.Ray        | J.Ray        | 3:45.50 | 4:12.47 | 3:45.50   |                |
| 10    | Voodoo                     | R250      | R.Fry        | A.Taylor     | 3:50.97 | 3:51.19 | 3:50.97   |                |
| 11    | Voodoo 5                   | Kerr      | S.Rothwell   | A.Kerr       | 54 laps | 49 laps | 54 laps   |                |
| 12    | Voodoo                     | R250      | T.McDermott  | M.McDermott  | 49 laps | 50 laps | 50 laps   |                |
| 13    | Texan                      |           | D.Bainbridge | R.Fitzgerald | WNS     | WNS     | DNS       |                |
| 14    |                            |           | A.Heath      | T.Bonello    | DNS     | DNS     | DNS       |                |

## Vintage A Team Race "B Grade"

|   |          |            |             |             |         |         |          |
|---|----------|------------|-------------|-------------|---------|---------|----------|
| 1 | Voodoo   | CS         | P.Krenske   | R.Smith     | 5:29.97 | 5:29.97 | 10:58.90 |
| 2 | Lil' Tom | R250       | T.Linwood   | R.Summersby | 6:32.50 | 6:32.50 | 104 laps |
| 3 | Voodoo   | TimmyTiger | T.McDermott | M.McDermott | 4:23.31 | 4:23.31 | 94 DSQ   |

## CLASSIC B TEAM RACE AT THE AUSTRALIAN NATIONALS, '08/09.

**CLASSIC B** Team Race was definitely the racing highlight of the '08/09 Albury Nationals. Of the original 12 entries, 11 teams took to the air and provided some of the closest racing ever seen in this country. There are more than half a dozen teams who for various reasons couldn't make it to Albury which gives us at least 20 teams in oz who currently fly Classic B. That's very encouraging for the future.

Of the top 8 teams, heat times ranged between 3.02 and 3.10. Have a look at the tight times listed below! Many teams did PB's and the reason for this was that for the first time, the Brodak AAC B25R dominated entry numbers and took 8 of the top 10 places. Much credit for this goes to the eventual winner, Lance Smith who has worked long and hard to make these racing engines available.

The winning engine was prepared by an engine genius from across the pond in the 'land of the long white cloud.' It was a fitting tribute to the late Alan Barnes of New Zealand that fellow Kiwi Lance Smith came out on top using his specially modified Brodak B25R.

Weather was indifferent with a few showers around early before the sun came out. Using the new Galaxie in the second round, Lance and Murray Wilson qualified for third spot in the final by a scant second from the fast finishing Dream Team of Ken and John Hunting. Both teams recorded PB's for the 70 lap heat.

The Dreamers shocked the opposition with two stunning heat times to clearly announce their arrival in this class of racing with their lightweight own design racer and 'Barnsey Brodak'. It was the Huntings of old returning to their best. The fuel they used was 20% oil, 20% nitro and the rest methanol, which returned good speed for around 48 laps.

Graeme Wilson and Mark Ellins posted a 3.02.16 FTD on Contest Director Peter Van Meurs pad. Their red Rocket with B25R was really scorching and their time was also a PB. They were looking good for the final.

Classic B winner at the last Albury Nats, Mark McDermott was expecting some quick heat times from his very fast OS powered models. Unfortunately the instant starts were not there this time so a disappointing 8<sup>th</sup> place was the result. It was noticeable that the one or two flick starts from the Brodaks made super fast heat times a lot easier.

John Hallowell and Neil Baker had the best first round time of 3.03.65 with the yellow Rocket and Mk4 B25R. They swapped to the 50 lap + Grassfire for the second round but were slower with a rich setting.

Harry Bailey had World Champs F2C pitman Steve Walton doing the flicking duties on his superb looking new Galaxie.

The match up was an instant success with Harry recording a PB 3.06. There was a log-jam of teams at the top, all knocking on the door for a place in the final and a shot at the big one.

Jim and Colin Ray had the potential to be as quick as any of the teams at the Albury field. However, it was not their day as despite a sharp 3.09, the Cosmics had a few of Murphy's mates sitting on the Crescendo's wings and it was not to be this time. They'll be competitive as usual at the upcoming Vic State Champs and for next years Vic. run Nats at Albury... watch out!

After having driven well over 3000 k's to get from Perth to Albury, Rob Fry and Alasdair Taylor demonstrated to the others how a good Classic B should fly... Really fast! Rob's beautiful Galaxie was the equal of any for outright speed but struck trouble in the pits where normally they would have instant starts.

Young Trent McDermott had the vast experience of John Taylor at the oily end and did extra well with a best of 3.07 with the OS LA 25. Normally a time like this would guarantee a place among the top three in any Classic B event since the modern era racing began in 1993. Sorry Trent and John... not this time. Not in an event dominated by fast starting, high airspeed Brodak .25s.

Next years event may be even more exciting with the likelihood of a few selected sports BB .25's thrown into the mix, along with the special AAC Enya .25 that Paul Stein is now developing. It is already showing much promise.

Duncan Bainbridge made a very welcome return to the Australian racing scene. Chock full of confidence after a stirring win in the Wharfedale 1000 lapper in England last October, hopes were high. Particularly as he had the current F2C World Champ Grant Potter, ably assisted by Ray Harvey looking after the pit work.

As Duncan has understandably not yet finished his Dalesman he was flying a borrowed Rocket, a model that has won two previous Nats. However, luck was not on his side as the engine lost speed and with it, any chance of another win.

Fellow South Aussies Rob Fitzgerald and Mark Poschkens soldiered on in the event with an old and recalcitrant Norvel that was definitely way past its use by as it did not have the compression to start. Good engines do make a big difference!

It was time for the final. Wilson/Ellins were first choice. It was going to be fast, but could anyone break Mark McDermott's Nats record of 6.09? All teams were quickly away. Lance and Murray had a good setting but both the others were a bit off tune. John and Lege were rich and Graeme and Mark were lean.

As the race went on Wilson/Ellins dropped off the pace out of contention. Lege tweaked the needle on the Grassfire to be back with equal speed to the Murray Wilson built Galaxie, but it was too late. With Lance showing how to perform a quick pit stop, they built up a winning lead to cruise over the line first in the excellent time of 6.12.51. Congratulations to the winners who can now be proud of their first Classic B title at a Nationals. And in just a few month's time they will have the chance to do it all again at the upcoming '09 SA and Vic. State Champs. Can hardly wait!

John Hallowell.  
AUS 1984

## Classic B Team Race

| Place | Pilot        | Pitman      | Heat 1  | Heat 2  | Best Heat | Final          |
|-------|--------------|-------------|---------|---------|-----------|----------------|
| 1     | M.Wilson     | L.Smith     | 3:14.47 | 3:04.69 | 3:04.69   | <b>6:12.31</b> |
| 2     | G.Wilson     | M.Ellins    | 3:05.92 | 3:02.16 | 3:02.16   | <b>8:20.27</b> |
| 3     | J.Hallowell  | N.Baker     | 3:03.65 | 3:22.00 | 3:03.65   | <b>6:26.21</b> |
| 4     | J.Hunting    | K.Hunting   | 3:08.35 | 3:05.75 | 3:05.75   |                |
| 5     | H.Bailey     | S.Walton    | 3:06.88 | DNS     | 3:06.88   |                |
| 6     | T.McDermott  | J.Taylor    | 3:07.90 | 3:58.38 | 3:07.90   |                |
| 7     | C.Ray        | J.Ray       | 3:09.47 | 3:38.35 | 3:09.47   |                |
| 8     | R.Justic     | M.McDermott | 3:13.19 | 3:10.06 | 3:10.06   |                |
| 9     | D.Bainbridge | G.Potter    | DNS     | 3:22.56 | 3:22.56   |                |
| 10    | R.Fry        | A.Taylor    | 3:56.82 | 3:42.09 | 3:42.09   |                |
| 11    | R.Fitzgerald | M.Poschkens | 62 laps | 35 laps | 62 laps   |                |

## BENDIX AT THE 08/09 ALBURY NATS.

**BENDIX** racing at the 62<sup>nd</sup> Nationals saw a strong pre entry of 10 teams contest this ultra exciting event. If control line racing could be likened to motor racing, then Bendix would have to be the Monster Truck event.

Tuesday afternoon saw the Nelson .36's and other hot 6 cc engines roar into life. In most cases they had not been used for many months, just oiled up and put aside for the 'big one'. Bendix is traditionally flown at the Nats and a few State Championships but rarely elsewhere. Not to matter, as the thrill seeking participants are happy to wait for the exhilaration of firing up their weapons grade equipment at major meets. Just hang onto the handle and stand by for the adrenaline rush!

Word from Kathy and Henry Nelson is there are no more new N.29's or N.36's available. They have no more cases, but can continue to supply spare parts for the engine internals. So the question must be asked; Can there be any other .35 or .36 engines out there with performance as good as the benchmark N.36?

For this event, the Keith Baddock designed and built Nemesis had found its way into the very capable hands of Wilson/Ellins. The outright speed of the Nemesis was awesome. It had to be seen to be believed. The N.36 belongs to Robert Owen and was fitted with a new design carbon fibre prop by Supercool and no doubt contributed to a new heat record of 3.20.28. This eclipsed the previous best time by one second set by Hallowell/Ellins with the same model at the last Busselton Nats in WA. Check how close the real Nemesis racer is to the model:

The next fastest model proved to be the eventual winner.

After a number of attempts, Mark McDermott finally made the big breakthrough. A fitting reward for all the time and effort he has put in to this event.

The WA teams of Rob Fry & Alasdair Taylor and also John Hallowell have probably shared a dozen Bendix Nats wins between them, but they were not in the hunt this time. Both were a bit off the pace compared with previous years and their times reflected this.

Tony Bonello and Andrew Heath displayed their usual reliability and while not always the fastest, their teamwork was second to none. Now that it flies smoothly thanks to a tail re-alignment, the Cosmic Rays impressed with their Ray Cote Shoestring and Super Tigre .34. Their 80 lap heat time of 3.44.92 beat quite a few Nelsons to finish in a commendable fourth place.

Brothers Richard and Bruce Bellis had hoped for a sharper time after bringing the Bendix over 2000 miles from Perth to race while Trent McDermott and John Taylor also expected more from their model. Harry Potter and Ray Harvey didn't make it to the start line due to fuel delivery problems.

The final was a really good race. The Nemesis raced away early to build up a lead and was looking good for a new record. Macca was hanging in there with fast pitwork. There were only a few laps in it. That was until a nose over landing into the wind and away from their segment cost Wilson/Ellins dearly and allowed Justic/McDermott to sail past. The Nemesis tried hard to make up the deficit and got really close. In the end, they failed by 4 seconds or a bit under two laps to allow Macca and Richard to cross the line in a blaze of glory with their N.36 racer. Tony and Andrew came in third. It was a very close and exciting team race.

John Hallowell  
AUS 1984



## Bendix Team Race Results

| Place | Pilot     | Pitman      | Heat 1  | Heat 2  | Best Heat | Final          |
|-------|-----------|-------------|---------|---------|-----------|----------------|
| 1     | R.Justic  | M.McDermott | 3:29.72 | DNS     | 3:29.72   | <b>7:11.82</b> |
| 2     | G.Wilson  | M.Ellins    | 3:43.91 | 3:20.28 | 3:20.28   | <b>7:15.93</b> |
| 3     | T.Bonello | A.Heath     | 4:08.56 | 3:36.15 | 3:36.15   | <b>7:38.82</b> |



|   |             |          |         |         |         |
|---|-------------|----------|---------|---------|---------|
| 4 | C.Ray       | J.Ray    | 3:58.96 | 3:44.92 | 3:44.92 |
| 5 | R.Fry       | A.Taylor | 3:45.61 | 52 laps | 3:45.61 |
| 6 | J.Hallowell | N.Baker  | 78 laps | 3:51.33 | 3:51.33 |
| 7 | R.Bellis    | B.Bellis | 4:12.28 | 3:55.94 | 3:55.94 |
| 8 | T.McDermott | J.Taylor | DNS     | 4:10.07 | 4:10.07 |
| 9 | G.Potter    | R.Harvey | DNS     | DNS     | DNS     |

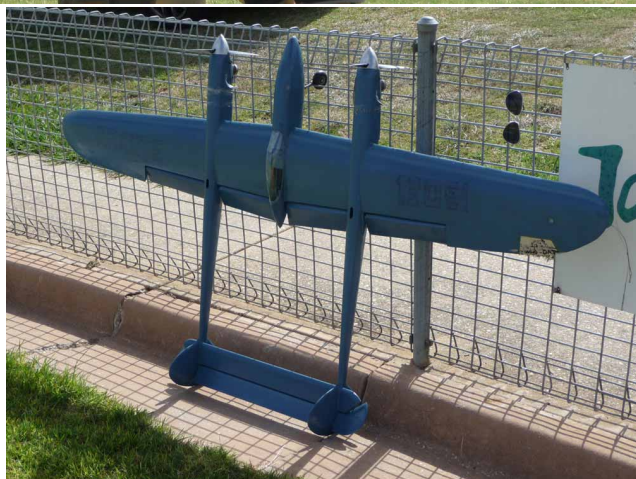
*Bendix finalist Left to Right  
Bonello/Heath  
McDermott/Justic,  
Wilson/Ellins*



*Vintage A pilot  
action with Steve  
Rothwell, Murray  
Wilson and Ken  
Hunting*



*Classic B finalist.*



*If there was a prize for the biggest model  
at the Nats it would have to go to Mat  
Spencer for his 2 meter wingspan P38  
Lightning that he flew in F2B.*



*R. Blombery entered Combined Speed with  
these two nice models.*



*Some of the Stunt pilots and their models.*



## MAAA VINTAGE STUNT (CLAS)

| Contestant                  | "EVENTSCORE" | Static | Flight #1 | Flight #2 |
|-----------------------------|--------------|--------|-----------|-----------|
| 1st Doug Grinham            | 306.50       | 124.00 | 182.50    | 182.50    |
| 2nd Peter White             | 302.50       | 104.00 | 184.50    | 198.50    |
| 3rd Frank Battam            | 294.50       | 116.00 | 178.50    | 169.50    |
| 4th Peter Anglberger        | 284.50       | 113.00 | 171.50    | 168.50    |
| 5th Don Keysecker           | 256.00       | 103.00 | 144.50    | 153.00    |
| 6th Dave Lacey              | 246.50       | 98.00  | 148.50    | 147.50    |
| 7th Mick Lewis              | 224.50       | 72.00  | 152.50    | 152.50    |
| 8th Brendan Farrell         | 199.00       | 87.00  | 112.00    | 107.00    |
| 9th Alan Mathieson-Harrison | 190.50       | 74.00  | 116.50    | 34.50     |

## F2B Aerobatics - Advanced

### EVENT SCORES

### Best 3 of 4 Flights

| Place | Contestant         | "EVENTSCORE" | Round #1 | Round #2 | Round #3 | Round #4 |
|-------|--------------------|--------------|----------|----------|----------|----------|
| 1st   | Peter Anglberger   | 2247.50      | 695.00   | 706.67   | 762.50   | 778.33   |
| 2nd   | John Quinlan       | 2139.50      | 684.33   | 697.17   | 758.00   | 432.00   |
| 3rd   | Andrew Heath       | 2118.17      | 667.67   | 747.33   | 703.17   | 0.00     |
| 4th   | Col Collyer        | 1588.17      | 441.83   | 573.83   | 572.50   | 0.00     |
| 5th   | Denver Harvison    | 1547.67      | 326.17   | 566.17   | 485.00   | 496.50   |
| 6th   | Don Keysecker      | 1543.00      | 273.33   | 488.33   | 559.33   | 495.33   |
| 7th   | Van Richards-Smith | 1514.83      | 403.33   | 577.00   | 196.67   | 534.50   |
| 8th   | Matt Spencer       | 511.33       | 224.17   | 54.67    | 134.17   | 153.00   |

## F2B Aerobatics - Expert

### EVENT SCORES

### Best 3 of 4 Flights

| Place | Contestant      | "EVENTSCORE" | Round #1 | Round #2 | Round #3 | Round #4 |
|-------|-----------------|--------------|----------|----------|----------|----------|
| 1st   | Joe Parisi      | 2740.67      | 804.97   | 923.83   | 910.97   | 905.87   |
| 2nd   | Brian Eather    | 2729.43      | 822.57   | 946.60   | 856.37   | 926.47   |
| 3rd   | Peter White     | 2643.63      | 874.73   | 912.13   | 856.77   | 745.87   |
| 4th   | Dallas Hanna    | 2490.90      | 788.40   | 848.17   | 783.63   | 854.33   |
| 5th   | Reg Towell      | 2482.37      | 813.50   | 869.93   | 757.43   | 798.93   |
| 6th   | Paul Turner     | 2399.13      | 765.33   | 818.90   | 814.90   | 672.10   |
| 7th   | Tony Bonello    | 2371.13      | 749.60   | 838.67   | 782.87   | 709.13   |
| 8th   | Mark Ellins     | 2360.27      | 804.37   | 795.63   | 750.23   | 760.27   |
| 9th   | Doug Grinham    | 2357.10      | 783.43   | 785.13   | 781.43   | 788.53   |
| 10th  | Frank Battam    | 2308.17      | 743.07   | 793.30   | 771.80   | 246.40   |
| 11th  | Bruce Hoffmann  | 2265.10      | 516.27   | 809.33   | 738.20   | 717.57   |
| 12th  | Steve Masterton | 2200.30      | 693.53   | 774.03   | 732.73   | 0.00     |
| 13th  | Matt Spencer    | 213.67       | 51.00    | 126.67   | 36.00    | 0.00     |

## MAAA CLASSIC STUNT EVENT SCORES

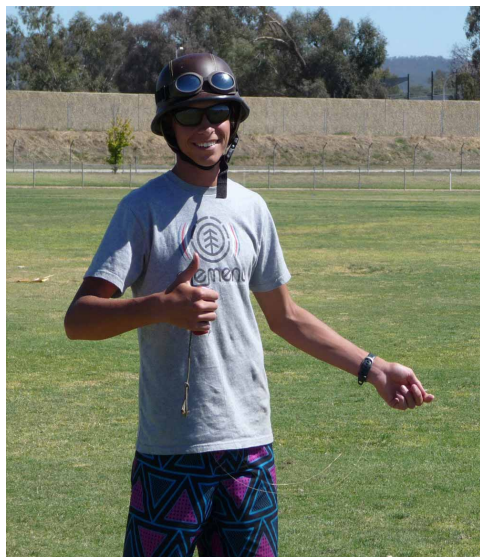
### Best of 2 Flights

| Place | Contestant              | "EVENTSCORE" | Round #1 | Round #2 |
|-------|-------------------------|--------------|----------|----------|
| 1st   | Reg Towell              | 1120.50      | 916.50   | 1120.50  |
| 2nd   | Peter White             | 1063.00      | 944.00   | 1063.00  |
| 3rd   | Doug Grinham            | 1017.50      | 942.00   | 1017.50  |
| 4th   | Steve Masterton         | 954.50       | 954.50   | 877.00   |
| 5th   | Frank Battam            | 908.00       | 908.00   | 0.00     |
| 6th   | Peter Anglberger        | 896.00       | 896.00   | 867.50   |
| 7th   | Dave Lacey              | 692.50       | 686.50   | 692.50   |
| 8th   | Don Keysecker           | 656.50       | 602.00   | 656.50   |
| 9th   | Alan Mathieson-Harrison | 410.00       | 274.00   | 410.00   |
| 10th  | Ken Taylor              | 226.50       | 226.50   | 0.00     |
| 11th  | Van Richards-Smith      | 0.20         | 0.20     | 0.00     |



1st place F2B Aerobatics- Expert Joe Parisi

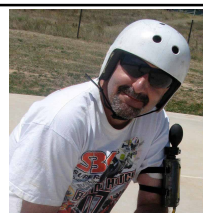
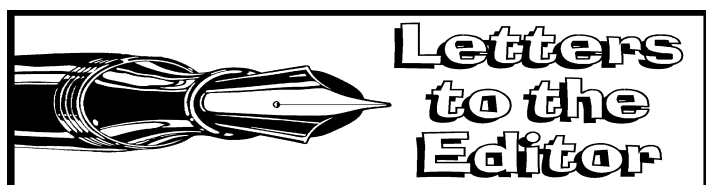
At the time of going to print, the Nationals results from Combat events and Scale have not been made available to the Editor and therefore can not be published at this time.



Tom Linwood, seen here in his distinctive headgear, flew well in all combat events and was the winner in F2D and Open Combat.



**Thanks go to all the organisers, officials, timekeepers, volunteers, caterers and judges (like the ones in F2B above) for making the 62nd MAAA Nationals a success.**



Neilo, 33050.

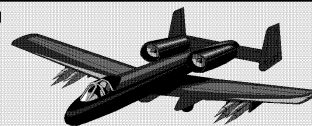
*It's not very often I read or hear stuff that stirs me up, but there is a bit of rubbish going on at the moment with CLASSIC F.A.I Team Race rules etc on a well known British web site forum! People who probably have no intention of flying the event should pull their heads in and leave all rules and regulations up to those who participate.*

*At the recent Albury Nat's we had an impromptu meeting involving around 15 people, most of who are intending to fly this event. Many ideas were thrown about, and we came up with some ideas on the proposed rules which will no doubt be printed elsewhere in this newsletter. The only rule I have a problem with is flying over grass. That stuff is for Horse's and Golfers, I'm over shabby landing models, there are enough hard surfaces to keep us all happy surely?*

*Also the 1970 cut off date, give that the flick. Let's just build some nice looking conventional models within the spirit of the event. I'll be fitting a new ST G20/15 finger biter to a late 70's Italian design model.*

*Now where did I put Mr Harvey's number?*

## CONTEST RESULTS



### Combined Speed Frankston 14/12/08

| Pos | Name     |         | Engine        | Flight 1 | Flight 2     | Flight 3 | Fastest | Km/h   | %      |
|-----|----------|---------|---------------|----------|--------------|----------|---------|--------|--------|
| 1   | R Hiern  | Class 1 | Nova Rossi 12 | 14.77    | <u>14.61</u> | 14.22    | 14.22   | 253.16 | 97.47% |
| 2   | R Hiern  | Class 2 | Novarossi 21  | 10.42    | 10.47        | 10.31    | 10.31   | 280.97 | 96.99% |
| 3   | N Wake   | Class 1 | Nova Rossi 12 | 15.60    | 15.38        | 15.69    | 15.38   | 234.07 | 90.12% |
| 4   | N Wake   | Class 2 | OS 30VG       | 11.75    | 11.56        | 11.31    | 11.31   | 256.13 | 88.42% |
| 5   | A.Nugent | Class 1 | Nova Rossi 12 | 18.04    | 16.28        | N.E.L    | 16.28   | 221.13 | 85.14% |

#### PERKY

|           |       |                 |       |       |  |       |        |
|-----------|-------|-----------------|-------|-------|--|-------|--------|
| A.Nugent  | Perky | Super Tigre G15 | 51.04 |       |  | 51.04 | 113.51 |
| V Marquet | Perky | ED 2.46 RACER   | 59.44 | 61.79 |  | 59.44 | 97.47  |

### Combined Speed Frankston 09/11/2008

| Name        | Engine | Flight 1            | Flight 2 | Flight 3 | Fastest | Km/h   |
|-------------|--------|---------------------|----------|----------|---------|--------|
| M.Lewis     | Perky  | OS 15FP             | 45.59    | 43.59    | 43.40   | 133.49 |
| J.Hallowell | Perky  | OS 15FP             | 45.58    | d.n.s.   | 45.58   | 127.11 |
| G.Opperman. | Perky  | Os max 15           | 48.32    | 48.58    | D.N.S.  | 119.90 |
| R Hiern     | Perky  | Frog 2.49           | 49.66    | 49.38    | d.n.s.  | 117.33 |
| A.Nugent    | Perky  | Super Tigre G20/15  | 57.41    | N.E.L.   | D.N.S.  | 100.92 |
| V Marquet   | Perky  | Taipan 15 RV diesel | N.EL.    | 82.60    | N.E.L.  | 70.14  |

Winner of Perky average speed was Andrew Nugent with a time of 54.44



*Pilot concentration in the Vintage A final.*



*Vintage A Finalist*



*Contestants from the world championships compare notes.*



*F2C Finals action*



*F2C Team Race top three teams.*



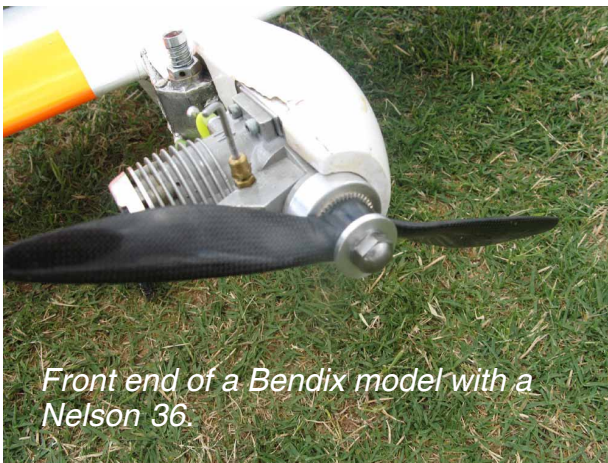
*Half A Combat top three  
Keith Baddock, Murray  
Wilson and Graeme Wilson.*



*Finalist in Mini Goodyear*



*Front end of a Bendix model with a  
Nelson 36.*

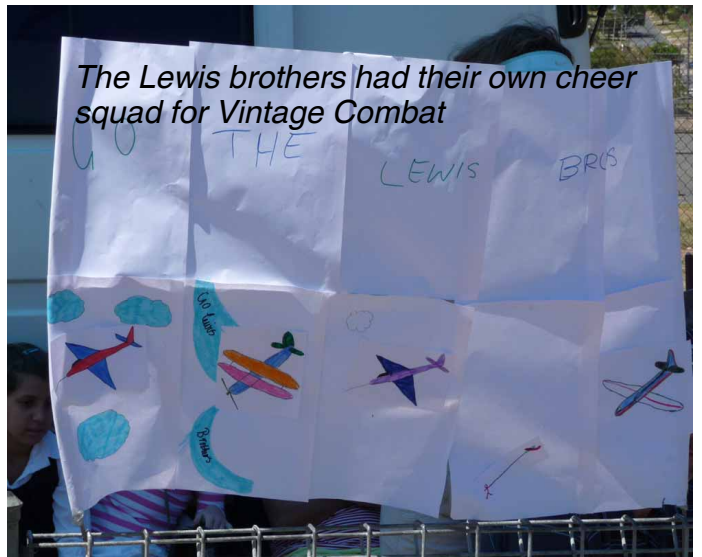




Top three in Vintage Combat with their medals.



The Lewis brothers had their own cheer squad for Vintage Combat



F2D Combat winner, Tom Linwood pictured with one of his models.



Mark McDermott has that Bendix winners grin as he has his picture taken with pilot Richard Justic and battery boy John Taylor.



Mark Poschkens with his F2F model



.21 vs .40 in Open Rat

Robert Owen (below) had the speed but lacked reliability in Open Rat Race.



Jim Ray with his Class 2 model







Swap meet.



Robert Fry  
with his  
Classic B  
"Galaxie"



The Cosmic Ray's used a  
fifteen year old model to grab  
the Goodyear honours



John Hallowell's "Montezumas Revenge" Class 2  
model with a Nova Rossi.21 engine.



F2F finalist

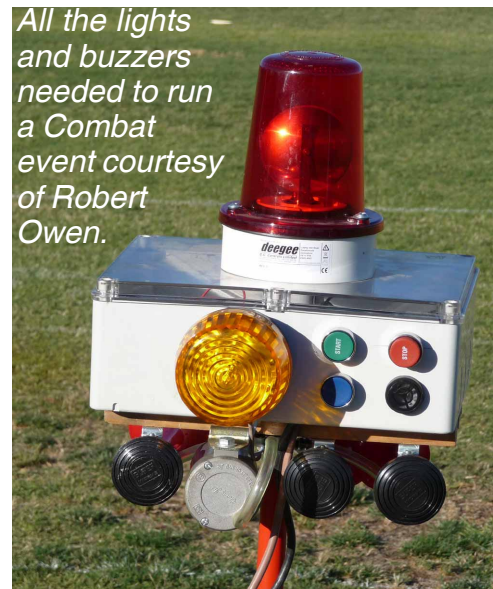


Alisdair Taylor prepares for a  
Goodyear race whilst John Hunting  
crouches ready to do the  
timekeeping.

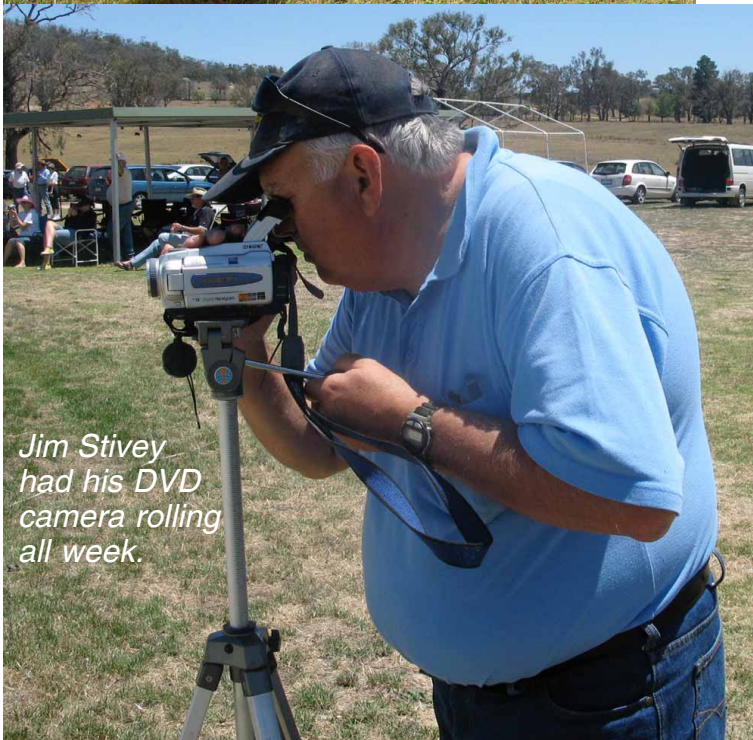




*Matt Spencers Stunt models.*



*All the lights and buzzers needed to run a Combat event courtesy of Robert Owen.*



*Jim Stivey had his DVD camera rolling all week.*



*East Aus joins West Aus in Half A Combat.*

*Stunt models await their turn in the circle.*



*Some of the Vintage A T/R lineup.*



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Piston and liner for Irvine 20 R/C Glow engine.  
Contact Ray Morgan (02) 6953 2311

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Mob 0414 273 180

Frog 249BB diesel very good externally, non-original NVA & custom domed prop nut, only run once since new piston/contra piston by Robin Hiern..

Excellent runner. \$150 o.n.o.

Vintage 1960's AM English 2.5cc Black Head diesel.

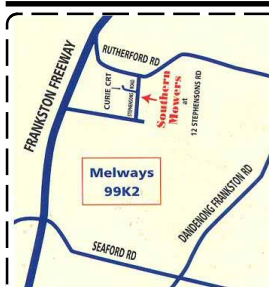
Used but good for spares \$35 +P&P

Vintage 1968 O.S Max .20 Stunt glow. Little used, strong compression. \$70 + P&P

Early Indian Mills 1.3cc 1970, like new, never run.

\$50 + P&P

Contact Ray (07)3814 2308



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