

THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 140

Produced by the Victorian Control Line Advisory Committee



February 2010
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Combined Speed at SSME Luddenham
in 2010

For Sale

Wanted

**Copy Deadline for next issue is:
Wednesday February 17th 2010
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:- hgbailey@optusnet.com.au



COMING EVENTS



VICTORIAN CONTROL LINE CONTEST CALENDAR

Feb-7	CLAG Classic Stunt, Novice Stunt	Knox
Feb-14	Speed, Carrier, Mini Goodyear (Re-scheduled Nats event)	CLAMF
Feb-28	Hearns Trophy (Vintage Stunt)	KNOX
Mar-6,7,8.	South Australian C/L State Champs Monarto and Callington	
Mar-7	CLAG Flying Day	Moe
Mar-14	Mini Goodyear , Simple Rat Race, Simple Goodyear	CLAMF
Mar-28	Club Day – Aerobatics	KNOX
Apr-2,3,4,5	Victorian C/L State Champs (Events TBA) CLAMF/KNOX	
Apr-4	CLAG Flying Day	Moe
Apr-11	Speed , Classic Stunt	CLAMF
Apr-25	Club Day – Aerobatics	KNOX
May-2	CLAG “All Aussie”/Vintage combat	Knox
May-15	F2F , 1/2A Combat, Aussie A T/R	CLAMF
May-23	Stuntmasters Trophy & Yeoman Trophy (Novice)	KNOX
Jun-6	CLAG Flying Day	Moe
Jun-27	Club Day – Aerobatics	KNOX
Jul-25	(Knox AGM)	

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), 10.00am start
Contact :- G. Wilson (03) 9786 8153,
H. Bailey (03) 9543 2259
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 :- Ken Taylor (03) 97380525
John Goodge 0439 972 006
Email :- johnnogo@bigpond.com.au

CLAG Contact :- Graham Keene
Email :- gkeene@wideband.net.au
Details of venues can be found on web site
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 President is Mathew Shears.
Email: “Mathew Shears” matshears@gmail.com
Ph home 03 5472 3881 Mobile 0432 491 794
Club Secretary is Steve Vallve
email chitwillow@gmail.com, phone:5782 1693.

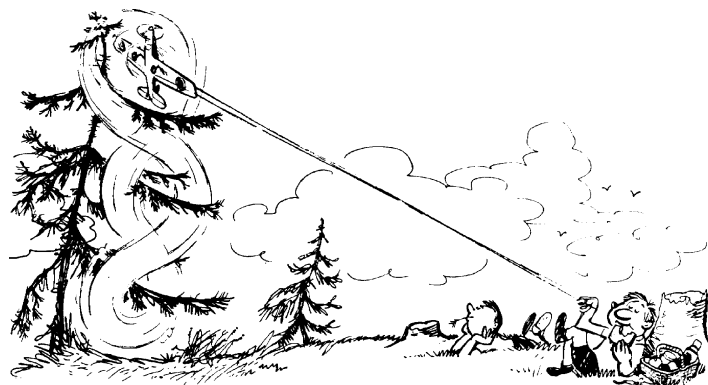


COMING EVENTS



DATE	EVENT	CLUB
Sun 7th Feb	F2B Aerobatics	SAT (Kelso Park)
Sun 14th Feb	Combined Speed (contact Ron Blomberry 9956 5952)	SSME
Sat 20th Feb	Club Stunt (Novice)	KMFC
Sun 21st Feb	Diesel G/Year, Sabre Trainer and 2.5 Diesel Speed	KMFC
6th - 8th Mar	SA STATE CHAMPIONSHIPS S.A. Venue TBA	
Sun 7th Mar	Brendan Farrell 500	KMFC
13th, 14th Mar	2010 HUNTER VALLEY CHAMPIONSHIPS. (Luke Anderson-042 0926890) (Mitchell Hill Fields, Muswellbrook)	MDMAS.
27th, 28th Mar	For details, look up www.gscmar.com GRAND AERO RALLY	Luskintyre
Sun 28th Mar	Phantom, Vintage A, Vintage B, Vintage 1/2A and Bendix	SSME
2nd-5th Apr	VICTORIAN STATE CHAMPIONSHIPS VMAA. CLAMF and KNOX. Events TBA	
Sun 11th Apr	F2B Aerobatics	KMFC
Sat 17th Apr	Club Stunt (Novice)	KMFC
Sun 18th Apr	F2B Aerobatics Doonside (to be held at SSME)	
Sun 18th Apr	Diesel G/Year, Sabre Trainer and 2.5 Diesel Speed.	KMFC
Sat 24th Apr	1.6 and Slow Combat, Vintage Combat	KMFC
1st-2nd May	VETERANS' GATHERING. Contact Luke Anderson 042 092 6890 (Mitchell Hill Fields Muswellbrook)	MDMAS.
	QUEENSLAND STATE CHAMPIONSHIPS Dates and venue to be advised	
Sat 29th May	Club Stunt (Novice)	KMFC
Sun 30th May	F2B Aerobatics	SSME
12th -14th Jun	CLAS. NSW C/L STATE CHAMPIONSHIPS	CLAS. Whalan
Sun 4th Jul	AGM and Club Racing.	KMFC
Sun 11th Jul	Vintage B, Vintage C, Diesel Goodyear	SSME
Sun 18th Jul	1.6 and Slow Combat, Vintage Combat	KMFC
Sat 31st Jul	CLUB STUNT (Novice)	KMFC
Sun 8th Aug	F2B Aerobatics	KMFC
Sun 15th Aug	Diesel Goodyear, Sabre Trainer Racing & 2.5 Diesel Speed.	KMFC
29th-30th Aug	4th OILY Hand Diesel Day. (Contact Ian Cole 0427 015 792) Details TBA.	COWRA MAC.
Sun 29th Aug	Combined Speed (contact Ron Blomberry for details Ph: 9956 5952)	SSME

Sun 29th Aug	Electric Powered Stunt. F2B and Novice (contact I.Smith 4975 2292)	NACA
Sun 12th Sep	KMFC Triathlon	KMFC
Sun 19th Sep	Warbirds Stunt (for details, contact Ian Smith Ph: 4975 2292)	COMSOA
Sun 26th Sep	F2B Aerobatics	SSME
3rd-5th Oct	CLAS. NSW C/L STATE CHAMPIONSHIPS. (F2A and F2C) NSW. Venue Twin Cities, Albury	
Sun 10th Oct	Gordon Burford Day. (Details TBA) SWAP MEET	KMFC
Sat 30th Oct	CLUB STUNT (Novice) and Club Race	KMFC
Sun 31st Oct	Phantom, Vintage A, Vintage B, Bendix T/R and Vintage 1/2A	SSME
Sun 7th Nov	F2B Aerobatics	SAT (Kelso Park)
Sun 7th Nov	Slow Combat and 1.6cc, Vintage Combat	KMFC
Sun 14th Nov	Combined Speed (contact Ron Blomberry for details Ph: 9956 5952)	SSME
Sun 21st Nov	Cardinal Stunt and Classic Stunt. (I.Smith Ph:024975 2292) NACA (Hunter Sports H.S.)	
Sun 21st Nov	Vintage T/R, 1/2A, A (2 divisions) and Vintage B.	KMFC
Sun 28th Nov	KMFC Christmas Party and Fun Fly	KMFC
Sun 5th Dec	F2B Aerobatics To be held at SSME	Doonside.
COMSOA- (City of Maitland Soc. Of Aeromodellers.) - Don Macindoe Memorial Flying Field, Raymond Terrace Rd, East Maitland. UBD Newcastle map 51		
KMFC - (Ku-ring-gai Model Flying Club) - St. Ives Showground, Mona Vale Rd, St. Ives.		
NACA - (Northern Area Contest Aeromodellers) - Hunter Sports 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		
DOONSID- (to be held at SSME) Luddenham.		



An invitation to consider Control Line Stunt?

The following proposal modestly seeks to improve the state of FAI and general C/L Stunt in Victoria. It suggests that both judges and flyers can work cooperatively to improve both flying skills and judging through constructive semi-formal coaching sessions. These events are scheduled in addition to formal aerobatic contests and are not intended to usurp contests in any way, rather compliment them in an endeavour to encourage future interests and developments in C/L Stunt in Victoria.

Like all facets of aeromodelling FAI C/L Stunt (F2B) has seen its ups and downs over the years - both intended and unintended; currently in Victoria we find ourselves in one of those troughs. By its very nature, stunt involves both flying and some form of personal or external evaluation. At present we are experiencing a dearth of both flyers and judges in F2B particularly. A few of us feel that it might be a good opportunity to do something a bit different and at the same time invite other aeromodellers with any interest in C/L Stunt to come and join in at the Knox CL field on the scheduled dates for something slightly different.



*The Top three in F2B at this years Nationals.
1st Murray Howell Yatsenko Shark - Retro 60
2nd Joe Parisi Hot Pursuit / PA 76 (Pipe)
3rd Peter White Geo XL / Stalker 61
(Picture from Margaret and Tim Battam)*

While we will aim to run an FAI Stunt contest, the option is to fly either the full FAI pattern, the Novice pattern, or a pattern of your own making! This would allow for virtually any model capable of loops and inverted flight, and for beginners and experts alike.

The assumption behind this is that there are judges lining up to for contests. The reality is, they aren't. There are many reasons why interested people are reluctant to judge, or having made their services available to judge, move away to other things. Judges, and potential judges may well feel unwilling to have their judgement scrutinised or even criticised in ways that at the end of the day could be quite dissatisfying, or people dissuaded from taking the role on in the first place.

Formal contests have their place, however in terms of specific improvement opportunities to flying, the score sheet offers somewhat limited feed back. One's own

analysis of the score sheets might offer some insight, but unless flyers take the time, and judges have the time to give, there is invariably limited qualitative reference to improve our skills. Arguably, there is also limited (constructive) feed back for judges. Improvements in stunt flying could be mutually linked with improvements to the limited ways we exercise judging?

The intention of these listed events is to jointly improve flying and judging skills, no matter what the level, by sharing the expertise and experience of those flyers and judges willing to offer a hand. Rather than a score sheet, the proposal is to run a semi-formal event where flyers and judges work cooperatively to improve flying, judging and enjoyment at what ever rate or level those participating choose. The "scores" for these events can simply be a sense of personal achievement without reference to scores or your place on the list. There are contests for that.

These events will be listed on the calendar as normal competitions. However, it is proposed that rather than a score sheet, a more qualitative cooperation and discourse between judges and flyers in a non-contest context, will offer both flyers and judges significant means to assess and advance their respective pursuits.

The proposal remains largely open ended in that those who turn up, are invited to lend their expertise and participation in activities they feel will best meet the aims of judging and flying C/L FAI Stunt.

You are cordially invited to attend the Knox field from 10.00 am till you are sick of it, on-

28 March 2010, (a warm-up for the State Champs on 2,3 and 4 April 2010),
25 April 2010,
27 June 2010,
and 26 July 2010 (Knox AGM)

Please note that these dates are in addition to F2B at the state champs at Easter and the Stuntmasters event at Knox. Also note that the Frankston and Gippsland Clubs intend to run non-FAI stunt events, however these dates will not clash with the proposed events.

If you would like to discuss this proposal or offer further suggestions I would be happy to hear these, please call Craig Hemsworth on 0433 809862

C/L: Speed model C/G position.

by Joe Supercool

The position of the centre of gravity (C/G, balance point) on control line speed models has always been a mystery to me. As a F/F guy in the main, to find the C/G close up by the leading edge is a real puzzle. The same applies in spades to monoline; also to F2C team race models.

In analysing aircraft, it is common to treat the machine as being supported by lift at the aerodynamic centre, which is usually at the 25% chord position, where also operates a pitching moment caused primarily by the wing camber. This latter pitching moment is usually balanced by an opposing moment generated by the tailplane. The drag associated with the participation of the tailplane is called "trim" drag, which is undesirable. Placing the balance point at the 25% position can minimise the trim drag.

But with control-line speed models, we have a strange business indeed. The airfoil section is commonly close to symmetrical, which means low camber and low pitching moment. So you would think that the C/G would logically be placed near the 25% chord position, with the tailplane loafing along behind.

But it is not. Indeed, the C/G can be within 5% of the leading edge. This apparent nose-heavy condition should require lots of up-elevator in flight, with lots of trim drag as a result. But that does not happen. My observation is that at take-off and landing, lots of up-elevator is needed, but not in level flight. This is all very weird, a puzzle for those driving 5000 km from Perth to the 63rd MAAA Albury-Wodonga Nats in 2009.

Indeed, on the dead straight 90 mile section, one does not even need to turn the steering wheel. So with the A/C directed at my face and with Vera Lynn on the C/D player, I ignored the 40C plus heat outside on the Nullabor and gave my brain free rein on this problem.

This is my analysis. The rotating masses of the propeller and crankshaft have angular momentum, thereby producing the behaviour of a gyroscope. Gyroscopes are wonderful things, with weird behaviour. So you see, we are on the right track thinking this way. The weirdness is this. If you push on the gyroscope's axis of rotation, the wretched thing does not move the way you want. Indeed, the axis wants, perversely, to move at right angles to the push. This is strange indeed.

Here is the rule of gyroscopes. The reaction to a push on the axis of rotation takes place 90 degrees later in the direction of rotation. The resultant motion is called precession. Now back to our speed model.

The axis of rotation of our propeller is changing direction all the time. I mean, it is going around in a circle, and pretty quickly at that! The result is a nose up pitching moment. Thats right. Just because the model is flying in a circle and has a gyroscope up front, the nose wants to lift.

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You would need to give down elevator to stop this, but that then introduces trim drag, which we don't want.

So by making the model nose-heavy, with the C/G well forward, we can counter the pitch-up without using the elevator. Now that is really neat.

But is it true? As it happens, we can put some numbers into this hypothesis to see if we are on the right track. There is a simple formula for the moment M of a gyroscope. With I the moment of inertia, $w1$ the angular velocity of the gyro and $w2$ the angular velocity of the gyro axis, we have:

$$M = I \cdot w1 \cdot w2$$

Hmm, what is all that about. Well I is to rotation as mass is to linear motion. That is, moment of inertia is like mass, but the object is spinning. As an approximation, for a propeller of mass m and length L we can pretend the propeller is a slender rod. Then the propeller has moment of inertia:

$$I = m \cdot L \cdot L / 12$$

For a rough calculation for an F2A setup, we can take the mass of the rod (propeller) to be .002 Kg (2 grams), and the length 0.15 m (150 mm). Then, ignoring the weight of the crankshaft:

$$I = 0.002 \times 0.15 \times 0.15 / 12 = 0.00000375 \text{ Kg.m.m}$$

Now F2A engines turn about 40000 RPM, so:

$$w1 = 2 \cdot \pi \cdot \text{RPM} / 60 = 4200 \text{ radians per second}$$

Like wise, the model sweeps thru $2 \cdot \pi$ radians every 1.4 seconds (roughly 290 kph), so that:

$$w2 = 2 \cdot \pi / 1.4 = 4.49 \text{ radians per second}$$

$$(2 \cdot \pi \text{ radians is } 360 \text{ degrees})$$

Finally, the gyroscopic turning moment is:

$$M = 0.00000375 \cdot 4200 \cdot 4.49 = 0.071 \text{ Kg/m}$$

So far so good. We have an estimate of the nose-up tendency resulting from the gyroscopic effect. I have no sense of the size of this number, except that we need a similar sort of number to counteract and hence balance this moment.

The counter-balancing moment comes from having the C/G well forward, say a distance "x" from the aerodynamic centre. Let us call this moment B for want of something better. Then the condition for balance is:

$$M = B$$

Whoa, aint maths marvellous!

Well B is a moment, like a lever, so we then have:

$$B = mg \cdot x$$

Here mg is the weight force, being the mass of the airplane times the acceleration due to gravity. I don't know what an F2A airplane weighs, but lets guess its mass is 0.42 Kg, and recall that g is 9.8 m/s/s, so that:

$$mg = 0.42 \cdot 9.8 = 4.12 \text{ Newtons (force units)}$$

Going back to $M = B$ and substituting,

$$4.12 \cdot x = .071 \cdot x = 0.017 \text{ m} = 17 \text{ mm}$$

So there needs to be a nose-heavy condition, placed 17mm forward to, balance the gyro nose-up tendency. Well, I reckon that places the C/G close to the leading edge. Indeed, with a heavy prop and spinner, the C/G could even be in front of the leading edge!

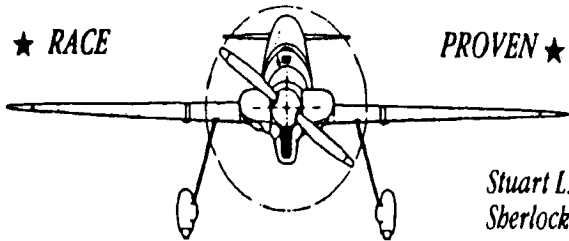
So there we have it. The C/G miles forward, the nose held up by gyroscopic force and tailplane loafing along behind, doing nothing! Fun things, these speed models.

Now I ask you. Is that not cool?

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F2C13	6.4 X 6.4	
F2C14	6.4 X 6.5	

F2C11 to F2C14 now with Suzuki low Re, high Mach airfoils

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

63RD MAAA NATIONAL CHAMPIONSHIPS

RESULTS AND PICTURES

F2C Team Race

	rd 1	rd 2	rd 3	rd 4	final
1. Fitzgerald/Ellins	3:25.97	3:06.43	DNF 69	DNS	6:41.44
2. C.Ray/Stein	3:31.37	3:26.06	3:12.25	dnf 35	7:04.66
3. M.Wilson/Poschkens	3:12.53	3:07.43	3:59.81	3:19.58	DNF 141
4. Simons/Potter	3:22.29	3:14.50	3:24.41	DNF 47	
5. Letchford/Walton	3:35.0	3:47.32	3:46.28	3:33.56	
6. G.Wilson/Baker	4:20.15	DNS	3:59.81	4:18.41	
7. Hunting/Hunting	4:18.00	4:53.50	6:32.06	4:11.25	

CD – H.Bailey

F2A Speed

	rd 1	rd 2	rd 3	km/h
1. A.Heath	12.76	12.61	12.43	289.62
2. I.Gapps	12.59	12.96	12.57	286.39
3. A.Kerr	13.30	N/T	12.97	277.56
4. R.Justic	13.73	13.02	13.66	276.49

CD – A.Nugent

F2D Combat

	1	2	3	4	5	6	7	pts
1. G.Wilson	W	W	B	L	W	W	W	4
2. B.Bellis	W	W	L	W	W	L	L	2
3. T.Linwood	L	W	W	W	L		W	1
4. P.Krenske	W	L	W	W	L		L	1
5. R.Bellis	L	W	W	L				0
5. M.Dislers	W	W	L	L				0
7. R.Comiskey	W	L	L					-1
10. M.Wilson	L	L						-2
10. M.Comiskey	L	L						-2
10. T.McDermott	L	L						-2

CD – R.Owen

F2F Team Race

	rd 1	rd 2	final
1. Bellis/Bellis	4:06.31	4:27.85	8:33.86
2. Cameron/Justic	4:24.34	4:32.94	9:13.05
3. Fitzgerald/Baker	4:03.19	DNS	DNF 98
4. Letchford/Walton	DNF	4:27.97	
5. Hunting/Hunting	4:33.34	4:44.50	
6. Young/Stein	Disq	4:43.78	
7. G.Wilson/Ellins	DNF 36	DNS	
8. M.Wilson/Poschkens	DNS 0	DNS	
9. McDermott/McDermott	Disq	DNS	

CD – A.Nugent

1/2A Team Race

	final
1. C.Ray/Stein	8:02.60
2. Hunting/Hunting	8:35.32
3. M.Wilson/Lumsden	9:51.43

CD – G.Wilson



Class 2 Team Race	rd 1	rd 2	final
1. Bailey/Ellins	2:55.28	DNS	6:11.24
2. G.Wilson/Lumsden	3:16.50	DNF 58	6:32.97
3. Hallowell/Baker	3:13.63	Disq	DNF 68
4. McDermott/McDermott	3:26.69	3:29.22	
5. Justic/Owen	3:39.19	4:21.5	
6. Ray/Ray	Disq	4:07.13	
CD – N.Wake			



*Class 2
winning team.
Bailey/Ellins/
Wilson.*

Junior 2.5cc Combat	1	2
1. T.Linwood	W	W
2. T.McDermott	L	L
CD – J & C Ray		

Junior 2.5cc Rat Race	rd 1	rd 2	final
1. L.Hines	85	88	164
2. T.Linwood	77	0	159
3. T.McDermott	100	92	121
CD – J & C Ray			



Combined Speed	cl	rd 1	rd 2	rd 3	%
1. N.Wake	5	15.19	15.58	16.10	92.30
2. N.Wake	1	16.015	15.575	15.22	89.62
3. R.Blombery	2	12.00	N/T	11.75	85.11
4. A.Nugent	1	N/T	16.035	N/T	85.06
5. R.Blombery	5	16.87			83.11
6. R.Justic	2	12.05	N/T	12.28	82.99
7. H.Bailey	P	30.18	30.31	30.97	79.95
8. J.Taylor	SJ	14.42	ATT	ATT	79.47
9. H.Bailey	1	17.20	17.48	18.02	79.30
10. D.Axon	SJ	14.635	15.08	ATT	78.30
11. N.Wake	2	N/T	N/T		00.00
CD – K.Hunting					



2.5cc Rat Race	rd 1	rd 2	final
1. M.Wilson/Lumsden	307	dns	579
2. Justic/Owen	275	dns	505
3. Ray/Ray	217	268	474
4. K.Hunting/Baker	248	dns	
5. McDermott/McDermott	72	dns	
CD – R.Fitzgerald			

Open Rat Race	rd 1	rd 2	final
1. G.Wilson/Ellins	2:53.66	DNS	5:07.72
2. M.Wilson/Owen	DNF 14	2:55.22	5:47.69
3. Bailey/Walton	2:52.59	DNS	6:20.09
4. Bolliger/Justic	6:00.25	DNS	
5. Hallowell/Baker	DNS 0	DNS	
CD – P.Stein			

*Piloting action from the final
of the uniquely Australian
2.5cc Rat Race.*



Burford Vintage A Team Race	rd 1	rd 2	final
1. Hunting/Hunting	4:09.94	4:01.19	8:07.31
2. G.Wilson/Ellins	4:04.60	4:17.07	8:09.57
3. Bailey/M.McDermott	DNF 42	4:09.00	8:16.22
4. Letchford/Walton	3:44.56	DNS	DNF 129
5. Ray/Ray	4:15.31	DNS 0	
6. Hallowell/Baker	4:16.19	4:20.93	
7. Justic/Kerr	4:45.75	DNS	
CD – M.Wilson			

It was interesting to note the number of "Footprint" models used in this event as opposed to the current trend in Vintage A.

Open Combat	1	2	3	4	5	6	7
1. T.Linwood	W	W	W	W	L	B	W
2. T.McDermott	W	W	L	W	W	W	L
3. M.Wilson	W	W	B	L	W	L	W
4. T.Caselli	W	L	W	W	L		L
5. R.Bellis	L	W	W	L			
5. K.Maier	W	L	W	L			
7. B.Bellis	L	W	L				
7. M.Comiskey	L	W	L				
7. P.Krenske	W	L	L				
10. B.Burke	L	L					
10. R.Comiskey	L	L					
10. M.Shears	L	L					
CD – G.Wilson							



The younger guys excelled in Open Combat this year.

Congratulations go to L to R. Murray Wilson, Tom Linwood and Trent McDermott.

Goodyear	rd 1	rd 2	final
1. Justic/Owen	4:06.53	DNS	7:55.56
2. G.Wilson/Ellins	3:58.72	DNS	8:42.12
3. Young/Stein	4:50.13	4:22.63	DNF 163
4. Hunting/Hunting	5:57.88	4:30.78	
5. Ray/Ray	4:57.32	DNF 34	
6. T.McDermott/Bailey	5:05.78	DNF 12	
7. Bellis/Bellis	DNF 0	DNF 64	
CD – K.Baddock			



Robert Owen pits the winning Goodyear model.

Bendix	rd 1	rd 2	final
1. G.Wilson/Owen	3:17.62	DNS	6:57.19
2. M.Wilson/M.McDermott	3:32.25	DNS	7:19.07
3. Hallowell/Baker	3:39.78	3:33.56	7:33.97
4. Bonello/Heath	3:37.69	3:41.50	
5. Bellis/Bellis	DNF 75	3:49.81	
6. T.McDermott/Taylor	DNF 50	4:12.94	
7. Ray/Ray	4:58.84	DNF 28	
CD – J.Hunting			



Above. The Bendix finalists.



Left. Baker and Poschkens release after a pit stop.

1/2A Combat	1	2	3	4	5	6
1. M.Wilson	W	W	W	W	W	W
2. M.Lewis	W	L	W	W	W	L
3. T.Caselli	W	W	L	W	L	
4. K.Baddock	W	W	W	L	L	
5. H.Bailey	W	L	W	L		
6. M.Davies	L	W	L			
6. M.Ellins	L	W	L			
6. T.Linwood	W	L	L			
6. G.Wilson	L	W	B	L		
10. B.Burke	L	L				
10. M.Dislers	L	L				
10. R.Owen	L	L				
CD – K.Maier						



Vintage Combat was the final control line event at the Nationals and had 27 entrants.

Because of the large number of entrants it was decided to have two circles in operation. The C/D Richard Justic kept things moving along at a steady pace and with help of the contestants the event concluded in a timely manner.

Mick Comiskey used a Super Tigre glow engine to power his way to first place.

An enthusiastic gallery of spectators assembled in the shade of the trees and enjoyed the continuous entertainment. As usual there were some hard luck stories from the competitors but all in all it was a great way to round of a fabulous Nationals.

Vintage Combat	1	rep	2	3	4	5	6
1. M.Comiskey	L	W		W	W	W	W
2. T.Linwood	W			W	W	W	L
3. T.Caselli	W			W	W	L	W
4. M.Davies	W			W	W	L	L
5. H.Bailey	W			W	L		
5. K.Maier	W			W	L		
5. R.Owen	W			W	L		
5. G.Wilson	L	W		W	L		
9. R.Summersby	L	W	W	L			
9. P.Lewis	B	W		L			
9. B.Bellis	W			L			
9. M.McDermott	W			L			
9. M.Shears	L	W		L			
9. R.Bellis	W			L			
9. B.Burke	W			L			
9. M.Ellins	L	W		L			
17. M.Lewis	W		L				
18. R.Comiskey	L	L					
18. M.Dislers	L	L					
18. P.Krenske	L	L					
18. T.McDermott	L	L					
18. B.Pudney	L	L					
18. J.Stivey	L	L					
CD – R.Justic							

Mick and Tom battle it out for first place.

*Below.
A colourful Vintage Combat gathering before the battle commenced.*



F2B Expert CD: Paul Turner Judges: Joan McIntyre; Frank Battam; Alan Matthieson-Harrison

	Rd 1	Rd 2	Rd 3	Rd 4	Final Score Av of best 3
1 Murray Howell					
Yatsenko Shark - Retro 60	914.10	961.67	966.23	1001.10	976.33
2 Joe Parisi					
Hot Pursuit / PA 76 (Pipe)	939.93	957.77	972.37	982.23	970.79
3 Peter White					
Geo XL / Stalker 61	903.97	946.43	893.77	960.97	937.12
4 Paul Turner					
Wind Wonder / Stalker 61	876.53	930.40	897.70	958.53	928.88
5 Brian Eather					
Firecracker / Stalker 61	877.63	955.93	846.87	933.57	922.38
6 Reg Towell					
Sea Fury / Saito 72	896.43	872.07	916.27	924.50	912.40
7 Tony Bonello					
Enigma / ST 60	846.47	830.03	896.93	892.87	878.76
8 Bruce Hoffmann					
Firecracker / Stalker 61	819.53	26.93	885.60	902.33	869.16
9 Herb Hanna					
Grondal Nobler / MVVS 51	834.70	881.77	10.00	879.00	865.16
10 Steve Masterton					
Firecracker / Stalker 61	786.43	843.87	832.73	860.57	845.72
11 Mark Ellins					
Jazzier / Stalker 61	766.07	803.43	826.53	863.93	831.30
12 Doug Grinham					
Firefly / Stalker 66	782.07	820.27	835.57	824.33	826.72
13 Russell Bond					
Bandolero / PA 75	765.50	816.80	757.40	889.33	823.88
14 Peter Anglberger					
Vector / OS 46 LA	731.00	778.93	654.27	825.03	778.32
15 Noel Corney					
Trivial Pursuit / Stalker 76	721.10	693.87	0.00	0.00	471.66
16 John Quinlan					
Topflite Score / Stalker 61	645.10	0.00	0.00	0.00	215.03

F2B Advanced CD: Paul Turner Judges: Peter White; Russell Bond; Alan Matthieson-Harrison

	Rd 1	Rd 2	Rd 3	Rd 4	Final Score Av of best 3
1 Andrew Heath					
Enigma / ST 60	852.25	790.75	776.50	0.00	806.50
2 Michael Davies					
? / ?	708.50	753.50	714.75	775.00	747.75
3 Peter Koch					
Vector / Brodak 40	551.00	722.25	770.25	686.50	726.33
4 Don Keyssecker					
Vector / ST 46	692.00	729.75	673.25	702.50	708.08
5 Denver Harvison					
Caudron / ST 51	564.00	583.75	614.00	0.00	587.25
6 Col Collyer					
Vector / ST 46	570.25	656.00	0.00	0.00	408.75



Joe Parisi Hot Pursuit / PA 76 (Pipe)



Murray Howell's Yatsenko Shark - Retro 60



Classic Stunt CD: Doug Grinham Judges: Herb Hanna; Alan Matthieson-Harrison

	Rd 1	Rd 2	Final Score
1 Peter White			
Venus (Rondinelli) / HP 40	1100.10	1127.40	1127.40
2 Reg Towell			
Thunderbird Mk II / ST 46	1110.00	963.80	1110.00
3 Steve Masterton			
Chizler / ST 46	978.00	1065.30	1065.30
4 PJ Rowland			
Nobler / Stalker 61	1055.90	1031.90	1055.90
5 Frank Battam			
Nobler / ST 46	963.50	1023.00	1023.00
6 Peter Anglberger			
Grondal Nobler / OS 35 S	1010.60	925.50	1010.60
7 Doug Grinham			
Nobler / Double Star 40	976.00	1004.60	1004.60
8 Don Keysecker			
Kismet / OS 46 LA	828.00	742.00	828.00
9 Mark Gordon			
All Australian / Enya 35	826.00	808.50	826.00
10 Tony Clifford			
? / ?	805.40	754.30	805.40
11 John Floate			
Ramrod / Brodak 40	777.00	794.50	794.50
12 Jon Witzke			
? / ?	758.80	717.70	758.80
13 Dave Lacey			
Pow Wow / OS 40 FP	743.90	741.80	743.90
14 Peter Rowland			
Nobler / OS 35 FP	688.50	677.00	688.50
15 Col Collyer			
? / ?	DNF	DNF	0.00

Vintage Stunt CD: Doug Grinham Judges: Peter Koch; Alan Matthieson-Harrison

		Static	Rd 1	Rd 2	Final Score
1 Doug Grinham	All Australian / Sabre 49	127	246.5	353.0	480.0
2 Frank Battam	Jamison Special / Atwood 49	129	326.0	331.5	460.5
3 Peter White	All American / Fox 35	111	349.0	344.3	460.0
4 Maris Dislers	Wombat / CS Oliver 2.5 D	127	292.0	302.0	429.0
5 Peter Anglberger	Ambassador / Taipan 2.5 D	121	302.0	288.0	423.0
6 Paul Turner	Wombat / Sabre 29	128	286.5	275.0	414.5
7 Don Keysecker	Zilch / K&B Torpedo 35	128	236.0	255.2	383.2
8 Dave Lacey	Jamison Special / K&B 35	117	264.0	255.5	381.0
9 Tony Clifford	Zilch X / Fox 35	112	237.0	264.0	376.0
10 Jon Witzke	Nobler / ?	90	246.5	276.5	366.5
11 Mick Lewis	Viking / OS 40 LA	115	246.5	174.5	361.5

63rd Nats Albury

Classic Stunt & Vintage Stunt

By Doug Grinham

This is more a thank you note than a report but I will give the first three placing

Classic Stunt

Peter White flew a very smooth and controlled pattern and looked the winner.

Peter took first place. Reg Towell has won this event for some time now but forgot his wing over this put Reg in second place.

Steve Masterton has been trying hard for a place in this event for some time now, Steve was third good work Steve I would like to thank all Judges giving their time to these events. Some gave the practice time away to help out.

A big thanks goes to Alan Matthieson-Harrison, Alan judged all three events, well done Allan.

Another big thanks goes to Paul Turner, Paul C.D. F2B for us he gave away most of his practice time in F2B. well done Paul

Thanks also goes to Susanne for tabulating F2B.

Vintage Stunt. C.D. D Lacy

The winner of this event was Doug Grinham flying a MK1 All Australian powered by a Sabre 49

Frank Battam was second with a Jamison Special it was powered by a Atwood 49

Peter White was third with a All American powered by Fox-29

Judges were Alan Matthieson-Harrison and Peter Koch. Peter gave up flying in this event to Judge. Thanks Pete.

I would also like to thank Steve Vallve for doing the tabulation for Classic and Vintage.

Cheers D.G.

63rd NATS VINTAGE A & CLASSIC B T/R

The 2009/10 Albury Nats **VINTAGE A T/R** lived up to the pre race hype with a strong competition that was eventually decided by the smallest of margins...5/100ths of a second! Will have more to say about that later. In the meantime, just have a look down at the times and see just how amazingly close this competition was! It really was a case of split seconds deciding all the places.

14 teams fronted and it was great to see some new faces taking part in the action, in particular Walter Bolliger, John Goodwin and Mike Davies. May this be just the start of many new faces in this super popular racing event!

For anyone who can remember the 90's, today's depth of fast times seems almost ridiculous! The 3:31.78 by the Hunting brothers only got them into 12th place! The R250 has certainly changed the face of VTR. I am fairly sure that every competitor this year used a Rothwell engine, which may well be the first time this has happened. It was also the first time that the new 15.92 m (52'.3") line length has been used at a Nationals. With the extra speed of current racers, it is certainly a good move.

Contest Director Keith Baddock's organization skills had this contest moving along nicely with little time lost between heats. The two West Aussie teams showed fine form with Bruce and Richard Bellis's 3:21.09 only a second and a half away from making the final. Trevor Letchford and Steve Walton weren't exactly hanging around either with a best heat of 3:24.40.

The McDermotts were flying the flag for Queensland... but where were all the other banana benders for the running of the most popular racing event in the land? Let's hope some extra enthusiasm is there for Dalby at the end of the year. Mark and Trent were very fast and gave this race a huge shake with a 3:20.16 but found they were tipped out of the final by a little over half a second.

The 'tippers' were Graeme Wilson and Mark Ellins who posted a 3:20.00 and then followed it up with a 3:19.50. Now that's consistency! The 'surprise packet' of this Nats had to be Murray Wilson and Andrew Nugent who stunned the crowd with equal FTD of 3:16.28. As regular mechanic Lance Smith couldn't make it this year, it was left to Andrew Nugent to do the hard work in the pits. Murray's recently finished Dimpled Dumpling and new R250 had blistering airspeed. Eyes boggled around the circle as he was able to pass Steve Rothwell's new weapon a number of times during the race.

Also on the equal FTD of 3:16.28 was the gun team of Rob Fitzgerald and Paul Stein. They elected to sit on their very fast first round time knowing it was highly unlikely that three teams would beat it. John Hollowell and Neil Baker pulled out all stops in the second round after re-tuning the Pluto. However, their best time of 3:23.34 was simply not fast enough. The same can be said for Steve Rothwell and Dave Hines who were just a few heartbeats slower on 3:24.13.

Previous winners Andy Kerr and Richard Justic were competitive as usual but lacked the outright speed to dip under 3:20 and make the final. The Cosmic Rays looked the goods for a while but some slow stops put paid to their chances. Was good to see Duncan Bainbridge having another crack, this time with Vintage Combat ace Michael Davies doing the flicking. They were most unlucky to have a control problem with the lines during

tuning for the second round that all but destroyed the Texan.

Harry Bailey and Mark Poschkens were slowed by a partial fuel blockage and posted a best of 3:31, as did John and Ken Hunting. Really fast for years gone by but today, just over 10 secs shy of the top three. There is no doubt this event is really closely contested! On any day with a well tuned R250, a clean light model and a bit of good old fashioned luck, any team has the potential to make the final!

Walter Bolliger and John Goodwin may not have set the world on fire with their times but the smiles all round were great to see! They will surely do some more practice and be 'ready to rumble' for the next NSW VTR event.

The final promised to be super close D.D. fest. At Keith's shout of 'Go', all teams were quickly in the air and evenly matched for speed. The pit stops were going to be crucial. Fitz and Graeme had a landing mix up that caused Wilson/Ellins to retire on lap 91 with a damaged model. Paul & Fitz lost vital time in the incident. Andrew and Murray had a slow second stop with a backwards start that no doubt cost them the race as their following stop was one flick. It was now a two up sprint to the line. It was anybody's race. And it finished in a virtual dead heat in the closest Nats final ever! When the two timekeepers watches were averaged, there was just 5/100ths of a second between the two teams with the times going in favour of Rob and Paul. Well done and congratulations to the winners.

As they say in the classics, 'winners are grinners'. So Murray and Andrew can just please themselves... The good news is that we'll get to see these two Dimpled Dumplings go head to head again in the SA S.C. in March and the Vic. S.C. at Easter. Can hardly wait!

Results of Vintage A

Teams	Rd.1	Rd. 2	FINAL
1. Fitzgerald/Stein	3.16.28	DNS	6.57.20
2. M. Wilson/Nugent	DNF 41	3.16.28	6.57.25
3. G.Wilson/Ellins	3.20.00	3.19.50	DNF 91
4. T.McDermott/M.McD	3.20.16	3.27.21	
5. R.Bellis/B.Bellis	3.26.53	3.21.09	
6. Hollowell/Baker	3.44.97	3.23.34	
7. Rothwell/Hines	3.24.13	3.27.46	
8. Letchford/Walton	3.34.86	3.24.40	
9. Justic/Kerr	3.26.37	3.25.22	
10. Ray/Ray	3.29.69	3.57.25	
11. Bailey/Poschkens	3.31.21	3.42.41	
12. K.Hunting/J. Hunting	3.31.78	3.49.43	
13. Bainbridge/Davies	3.44.78	DNS	
14. Bolliger/Goodwin	3.50.28	DNF 45	

CD - K.Baddock



Now for **CLASSIC B**. Nine teams were ready for the action. The big question this year was how would the new ball race engines fare? The variety of engines now in Classic B allows for most interesting and innovative racing. The first five places all used different engines... Enya PB 25, LA PB 25, Irvine .25 BR, OSFX 25 BR and PB Brodak B25R. And check out the amazingly close times... the three fastest teams in the heats were all within 31/100ths of a second! Just like last year, there's something about Classic B and split second times!

The first round saw a Queensland blitz and a smokin' 2:57.69 heat time to the Macca's. Trent and Mark looked the goods with the OS 25FP own design racer. With John Taylor doing a great job on battery, they were favourites after the first round. Especially as Fitz and Paul had a most unusual slow stop when the Enya momentarily refused to fire up. However, true to form, these talented two got their act together in the second round with a FTD of 2:57.60.

Harry Bailey and Steve Walton started slowly with the Irvine .25 Galaxie and then got their magic act together in the second round with a brilliant 2:57.91. It was a fantastic effort for the Irvine's first race.

Hallowell/Baker had lost the edge in pace with the FX that was always there in practice back in Melbourne. They had much work to do in the second round. Using the B25R, they missed a first flicker at the start, losing 5 or 6 seconds and were never going to make up that extra time. So it was a best of 3:07.50 and for the first time since Classic B became a Nats event in 2002, there was not going to be a JH racer in the final...

G.Wilson/Ellins were slick as usual but despite two very smart and consistent times, lacked the extra grunt to shave those 2 or 3 laps off their heat time. Jim and Colin Ray had the new FX bolted into their Crescendo and were timed at 15.4/7 in solo practice. Their best heat time of 3:04.75 and a forth place would no doubt give this very determined team high hopes for the Vic. State Champs.

Was great to see Mark Godfrey team up with Duncan Bainbridge and throw his hat and 'one big arm' into the circle! The FX engine in the Swooper was on the new side and will perform even better with more running. Bottom line is they both thoroughly enjoyed themselves.

Last year's winner Murray Wilson (with Lance Smith) had Bryce Young doing handle duties this time. They had a very disappointing day with fuel feed problems with the B25R that just wouldn't go away and derailed Murray's efforts for back to back titles. The Dream Team of John and Ken Hunting were using an FX and will improve dramatically on their best heat of 3:15.41 in the not too distant future.

It was time for the final. At Contest Director Keith Baddock's signal, all teams were quickly away. It was a really good race with little between the models in airspeed. Harry's BR Irvine was up against Paul's PB Enya & Maccas OS LA. There were two Rockets vs a Galaxie. As usual, landings and restarts were going to play a big part in the result. A second here, a second there...it's all about saving precious time.

It looked like Paul & Fitz had a very slight edge in speed. Just enough over the 140 laps to make a difference and grab their first win in Classic B at the Nats. The way that Enya goes, it's unlikely to be the last. The Supermacs were not far behind with Mark McDermott wowing the spectators with some amazing 'mid air slips catches'.

Harry and Steve were just a few laps further back.

A good crowd was watching and they burst into spontaneous applause at the finish to acknowledge some really clean flying and excellent pit work. Young Trent McDermott flew extremely well against very experienced opposition. He will be even better on his home turf next year. Roll on Dalby!


Results of Classic B

Teams	Rd.1	Rd.2	FINAL
1. Fitzgerald/Stein	3.29.38	2.57.60	6.03.82
2. McDermott/McDermott	2.57.69	3.24.94	6.11.13
3. Bailey/Walton	3.20.28	2.57.91	6.17.22
4. C.Ray/J.Ray	4.08.34	3.04.75	
5. G.Wilson/.Ellins	3.05.47	3.06.50	
6. Hallowell/Baker	3.11.41	3.07.50	
7. J.Hunting/K. Hunting	4.04.31	3.15.41	
8. Bainbridge/Godfrey	DNF 49	3.30.60	
9. Young/M.Wilson	DNF 17	DNF 21	

CD - K.Baddock

John Hallowell

AUS 1984



Letters to the Editor

It was with a great deal of sadness that I learned of the tragic death of Greg Pretty.

To those he left behind I offer my sincere condolences in your time of sorrow.

Not all of the people in the aeromodelling world would be aware of Greg's achievements in the world of motor cycling road racing. He was up there with the best in Australia during the 70s and 80s.

My own love of motor cycle racing commenced in 1947 and has continued to this day taking precedence above modelling all through the years.

I was privileged to be able to watch Greg race many times over the years and his skill and daring provided me with much joy during his hey days.

It would take quite a few pages to detail his racing successes at Mt Panorama, Bathurst, Oran Park and most of the major racing circuits around Australia but he will be remembered forever for his rides on the big Superbikes like the Yamaha XS1100 in the Endurance races such as the Castrol 4 and 6 hour races.

In 1979 Greg won the ARR Championship aboard the 1300cc Yamaha Superbike

In 1981 he won the Arai 500 and the Unlimited titles at Mt Panorama again on the big Yamaha.

In June 1982 Greg was seriously injured in an horrific accident at the now defunct Surfers Paradise track, this was in fact the last time I saw him race.

Greg's love of speed was evident in the events he excelled at in aeromodelling, namely Goodyear and Open Rat.

In remembrance of a fantastic competitor I would like to donate a Perpetual Trophy for Open Rat Team Race to be contested at the MAAA Nationals each year commencing at Dalby 2010.

May you always stay shiny side up on those great racetracks in the sky.

John D. Taylor

Combined Speed at SSME Luddenham in 2010

In an effort to develop more interest and involvement in C/L Speed flying in the Sydney region, SSME will be holding three Combined Speed days at Luddenham in 2010. The dates are:

- * Sunday 14 February 2010
- * Sunday 29 August 2010
- * Sunday 14 November 2010

The rules have been formulated to attract the widest possible range of entrants, especially in the Open category, where vintage models of almost any era may be flown competitively. Vintage Speed always raises the difficult issue of control line sizes. It has been decided that we must, for reasons of safety and potential liability, take a conservative approach and adopt current MAAA control line sizing. However, there is a simple way, using a control line drag formula, to adjust the actual recorded speed to make it comparable with historical speed records.

There are three categories, each competing on a percent of record basis:

1. Current MAAA Rules and Records
2. Current F2A Rules and Records
3. Open (Vintage and Non-MAAA Classes)

The first two categories are self-explanatory. Here are the proposed rules for the Open category:

- * The entrant specifies that the model is competing in an Open speed class OR in a currently recognised non-MAAA class, such as KMFC 2.5cc Diesel, Midge.
- * For historical MAAA classes, the engine must be manufactured prior to the date of the rules for the specified class. Modifications are permitted, but must be consistent with the period.
- * The model must be consistent with designs and materials of the period. Strengthening for safety reasons is encouraged. Modern materials (eg carbon fibre) may be used for props, as wooden props are hard to find.
- * For Vintage models, the control line length, wire diameter and pull test are as per the current relevant MAAA class. The speed attained is adjusted according to a published formula. The Adjusted Speed is compared to the record at that time to obtain the Adjusted Percentage Speed.
- * The entrant must provide some evidence of the record speed that he is competing against. (A convincing story is probably good enough as a starting point! Official MAAA records are available from 1993 onwards.)
- * Proxy pilots and/or engine tuning are allowed.
- * No jets, due to noise restrictions.

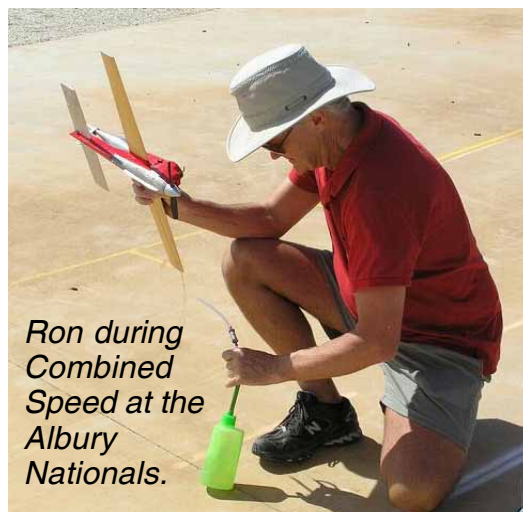
Example:

I have an original model with a McCoy 29 (probably from the early 1950s). Under 1960 MAAA Class II Rules, I flew it on 52'3" x .012" lines. Under current MAAA Class II rules, I must fly this on 60' x .018" lines. The Adjustment Factor is 1.20. If I record a speed of 100mph using these lines, the Adjusted Speed becomes 120 mph (and that's about the speed that it did then!). The record in 1960 was approx. 130 mph, so my Adjusted Percentage Speed is $120/130 = 92\%$.

If you have even a passing interest in Speed, please come along and support these events. Bring along any vintage models, even if you don't want to fly them. You can still talk about the good old days and enjoy a barbecue lunch.

I am compiling an email list of interested people, so please send your contact details, or the details of anyone who you think may be interested, to ronblombery@optusnet.com.au.

Ron Blombery

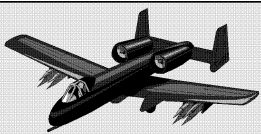


Tell your friends about **"Australian Control Line Nostalgia"**, the most comprehensive summary of Australian Control Line on the World Wide Web.

Ron Chernich has installed a new control line discussion forum as an adjunct to ACLNostalgia. Looking a bit like the Barton forum (it's powered by a new version of the same free software), we hope that in time it will grow to become a worthwhile Australian contribution to the aeromodelling scene. See it at www.dkd.net/forum and register to check out all its features.

Back issues of ACLN are archived, indexed, and may be searched here.
<http://www.dkd.net/clmodels>

CONTEST RESULTS



SPEED COMP FRANKSTON 13/12/2009.



Pos	Name		Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	N Wake	Class 5	Novarossi 21	15.38	14.89	D.N.S	14.89	241.77	94.16%
2	A.Nugent	Class 1	Nova Rossi 12	15.44	15.23	D.N.S	15.23	236.38	89.56%
3	N Wake	Class 2	OS 30 VG	11.39	11.30	11.75	11.30	256.36	88.50%
4	N Wake	Class 1	Nova Rossi 12	ATT	ATT	D.N.S			0.00%

PERKY

A.Nugent	Perky	Super Tigre G15	44.02	41.64	41.65	41.64	139.14
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GOOD WEATHER FOR THE LAST COMP OF THE YEAR, UNFORTUNATELY NOT MANY FLIERS ATTENDED, JUST THE FEW REGULARS. JUST WHEN YOU THINK THE CLASS IS GROWING IT SLOWS OFF, WHY? SO MANY PEOPLE GO TO THE TROUBLE TO BUILD A MODEL AND CAN NOT BE BOTHERED TO FLY. THANKFULLY PEOPLE LIKE NOEL TURN UP ALL THE TIME. I WON'T BE ABLE TO FLY YET FOR MONTHS DUE TO THE SHOULDER REPAIR.

ANDREW WAS THE ONLY PERKY SO I GUESS HE WON. HE GOT THE FASTEST TIME AND THE SLOWEST AND THE AVERAGE.

PERKY RESULTS ARE BASED ON THE CLOSEST TO THE AVERAGE SPEED.

NOEL FLEW HIS NEW CLASS 5 WITH NOVA ROSSI .21 IN AN ALLOY WING MODEL. IT SEEMED TO BE OK, BUT NEEDS COOLING FOR THE REAR OF THE CYLINDER AND MINI PIPE, AS THE MOTOR TENDS TO GET HOT AND THE PROP TURNS DOWN ON LANDING AND SCRAPES ON THE GROUND, DAMAGING PROP.

ROBIN...

Monty Tyrrell Classic Stunt Memorial Trophy

20-12-2009

Results	Rd 1	Rd 2	Rd 3	Final Score (Total of best 2)
Doug Grinham	1434	1556	1497	3053
Dave Nobes	1505	1463	1427	2978
PJ Rowland	1358	1498	-	2856
John Goodge	1441	1112	1371	2812
Peter Koch	1360	1378	1311	2738
Mark Gordon	1165	1366	678	2531
Ken Maier	1143	1131	1087	2274
Peter Rowland	997	1142	-	2139
Dave Lacey	960	894	752	1854



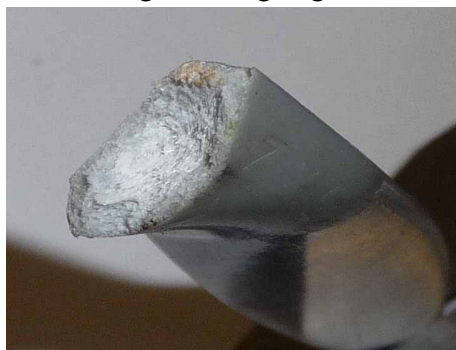
Doug Grinham receives the Monty Tyrrell trophy from KMAC C/D Robin Hiern.

Safety Issue!

Quite some time ago British Goodyear racers in England were experiencing failures in the APC 7x5 props that they were using. APC were alerted to the problem and modified the design by increasing the hub thickness.

At the recent F2F T/R at this years Nationals there were two instances where blades were thrown when the engines were running. On investigation it was found that in both instances old style APC 7x5 were being used. In one instance the engine was being warmed up on the ground and in the other the model was airborne. Both models were destroyed by the vibration and the ground incident resulted in a gashed hand.

On no account should these old style 7x5 props be used on high revving engines such as Nelsons.

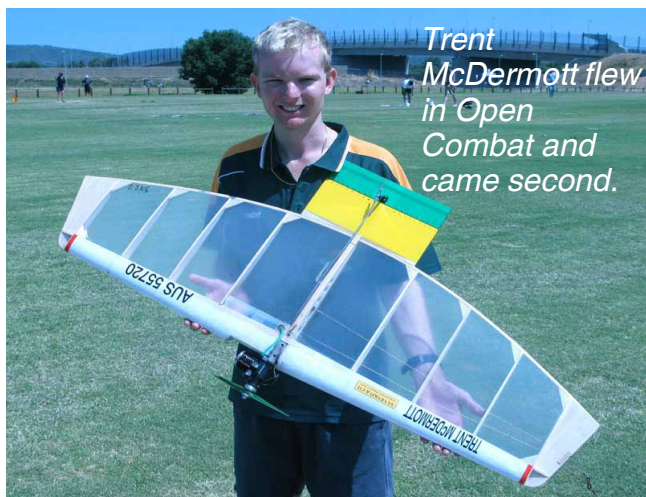


To avoid breakages like this one check if your APC 7x5 props are the ones suitable for high revving engines.



63RD MAAA NATIONAL CHAMPIONSHIPS PICTURES

Pictures provided by:- Margaret and Tim Battam, Paul Stein, John Hallowell, Jim Stivey and Harry Bailey



Trent McDermott flew in Open Combat and came second.



Bellis/Bellis winning F2F model



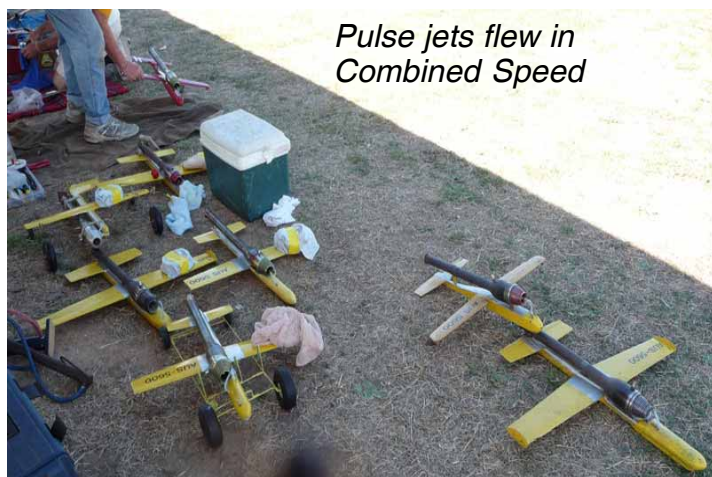
Model processing



F2C finalist



Time for a cool drink after a hot day at the field.



Pulse jets flew in Combined Speed



A couple of Open Rat beasts



Fire and polystyrene foam don't mix!



A line up of Open Combat models



This timing and signal device made by Robert Owen was of great assistance to the running of the combat events

Some classic looking models provided some Classical B racing



A thrown prop blade caused this F2F model to disintegrate.

Below.

Smooth green grass, blue skies, light wind and line up of stunters.

What more could you ask for?



Thanks go to all the Nats officials and judges and timekeepers.

Above we have stunt judges Alan Matthieson-Harrison Frank Battam and Joan McIntyre





3, 2, 1, Go. The start of the Vintage A T/R final



Mark McDermott makes a classic catch



A special thanks goes to the over-all control line Contest Director.

Graeme Wilson put in a tremendous amount of work, before, during and after the Nationals took place.

Without him and others like him that work in the background the Nationals could not happen.

Thank you Graeme.

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Morley

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Ph 08 8264 7238.

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1 M.R.S. Monoline handle.

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Thank-you,
Mark Dillon



The CLAMF Website continues to be updated at regular intervals and has plenty of pictures to view of events club members have been involved in.

Hundreds of pictures from the Nationals have been recently included.

They can be viewed at the CLAMF Aerosports website

<http://clamf.aerosports.net.au/>

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