

# THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 52



Produced by the Victorian Control Line Advisory Committee

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### Copy Deadline for next issue is: Wednesday 20th February 2002

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**Best of all is to send it on a 3.5" disk as a Windows Write, Word for Windows, or as an ASCII TEXT FILE or use Email**

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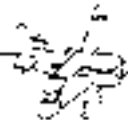
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## COMING EVENTS



### CONTROL LINE CONTEST CALENDER 2001

FEB 3	Simple Rat Race, Simple Goodyear	SMAC
FEB 17	<b>FAI &amp; Combined Speed, 1/2A Combat,</b> <b>Mini Goodyear</b>	CLAMF
FEB 24	Vintage Stunt, Class 2 T/R	KMAC
MAR 3	Hand launched glider	SMAC at Ross Reserve
MAR 17	<b>FAI Team Race, Goodyear,</b> Simple Rat Race	CLAMF
MAR 24	FAI, Novice & Jnr Aerobatics, Vintage "A" Team race, Classic "B" Team race.	KMAC
MAR 29 - APRIL 1	Victorian Control Line State Championships.	CLAMF, KMAC, CLAMF
APR 7	Simple Combat.	SMAC
APRIL 21	FUN/LEARN TO FLY DAY PROMOTE C/L FLYING.	CLAMF
APRIL 28	Classic Stunt, Bendix.	KMAC
MAY 5	Vintage "A" Team race, Aust "A" Team race.	SMAC
MAY 19	<b>FAI &amp; Combined Speed,</b> Triathlon (Artmil Trophy), <b>1/2 A Team race.</b>	CLAMF
MAY 26	FAI ( Yeoman ), Novice & Jnr Aerobatics, Simple Rat race.	KMAC
JUNE 1-2	Simple Rat race, Simple Goodyear, Vintage "A" Team race, Classic "B" Team race, 1/2 A Combat.	Horsham
JUNE 9	Balloon Burst, Limbo.	SMAC

NOTE - All SMAC events to be held at KMAC flying field. All events at KMAC except Aerobatic events to be run by CLAMF, DAC & SMAC members.

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), 10.30am start

Contact :- G. Wilson (03) 9786 8153,

Events conducted by CLAM.F at the KMAC Field (Melway 72 K9) 10.00am start.

Contact :- H. Bailey (03) 9543 2259

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

Contact :- T. Matthews (03) 9560 0668.

**SMAC** Contact :- Reeve Marsh (03)9776 5949

**WMAA** Horsham. Contact :- V. Cresp (03) 5382 4065

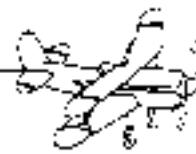
**BRCAC** Bendigo-Newbridge Rd . Marong

Contact :- S. Power 03 54 424 925

Competitors at CLAMF competitions are reminded that events **start at 10.30a.m.** and they should be ready to begin at this time.



## COMING EVENTS



To be advised

### CLASII CONTROL LINE EVENTS CALENDAR 2002

*Flying field at Leichardt Park just past One Mile Bridge Ipswich*

Members fly most Sundays between 9am and 1pm. Club competition days are held on the second Sunday of the month. Visitors are most welcome but please bring your F.A.I. card to prove current MAAQ membership. This is a Council Park with permission given to fly only control line planes, no radio and only between the hours of 9am to 5pm. Further information on club activities can be obtained from President Mark McDermott 07 32889263 or Secretary John Taylor 07 33927679 email [johnndt@iprimus.com.au](mailto:johnndt@iprimus.com.au)

<b>FEBRUARY</b>	Sunday 10 <sup>th</sup>	Clasii (simple) Rat FAI Combat 35 Slow 2.5 Slow
<b>MARCH</b>	Sunday 10 <sup>th</sup>	Clasii (simple ) Rat Triaerotheron
<b>APRIL</b>	Sunday 14 <sup>th</sup>	<b>Ipswich Open Grass Speed &amp; Team Race Championships Part 1</b> Combined Speed Vintage A Vintage B Bendix
<b>MAY</b>	Sunday 12 <sup>th</sup> (Mother's Day)	Scale Fly In
<b>JUNE 8<sup>th</sup> 9<sup>th</sup> 10<sup>th</sup></b>	<b>QUEENSLAND STATE CHAMPIONSHIPS</b>	
	<b>At ALC FIELD Chetwynde Street Loganholme.</b>	
	<b>Further details from Secretary ALC</b>	
<b>JULY</b>	Sund 14 <sup>th</sup>	Clasii (simple) Rat Class 2 Goodyear Classic B
<b>AUGUST</b>	Sun 11 <sup>th</sup>	Clasii (simple) Rat Junior 2.5 Slow Combat 2.5 Slow FAI Combat
<b>SEPTEMBER</b>	Sun 8 <sup>th</sup>	Clasii (simple) Rat <b>INTERCLUB MOUSE CHALLENGE</b> Mini G/Year Open Combat Scale Fun Fly
<b>OCTOBER</b>	Sun 13 <sup>th</sup>	<b>Ipswich Open Grass Speed &amp; Team Race</b> <b>Championships Part 2</b> Combined Speed Clasii (simple) Rat Open Team Race \$15 per team
<b>NOVEMBER</b>	Sun 10 <sup>th</sup>	

Prize nib Norvell 15 glo motor, 2<sup>nd</sup> & 3<sup>rd</sup> Trophies  
2 Rounds of heats and fastest 3 to Finals

Junior 2.5 Rat Race

DECEMBER Sun 8<sup>th</sup> Christmas breakup and Fun Fly

FOOD AND DRINKS ARE AVAILABLE AT THE FIELD ON CLUB DAYS. Visitors are requested to make a gold coin donation to club funds for fun flyins. Competition events commence 9.30am. Separate entry to apply to each event. There will be a \$50 Open Order at Vogler's Sports store Ipswich for Overall Champion of **Grass Speed & Team Race Championships**. Further details and entry forms will be out in the middle of January. Clasii (simple) Rat rules available from Secty. These Championships will be a great chance for a final practice before Qld State Champs and Qld Nationals.

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## Queensland

## News

From John Taylor

Well it's official, Peter Morandini of Class 2 renown and the other half of the very successful team race pairing for many years of Shurmer/ Morandini has announced his retirement from all team racing events. His final event was the F2C race at the recent Albury Nats. Which he pitted for Richard Bellus from W.A. Peter stated that his back, hands, fingers and thumb have had enough and he is now going to concentrate on his beloved jets and Scale (currently building a B25 bomber which will be seen at Toowoomba) with a bit of Fun flying thrown in for good measure.

On the subject of the recent Nationals, as one of the only two Qld C/L competitors (where were all the other Queenslanders?????), Mark Dillon from Ipswich competed in FAI Combat, I would like to congratulate the Organising Committee for a well run and friendly Nationals. Graeme Wilson as C/L event's Coordinator did a marvellous job, kept things running smoothly, CD'd numerous events and the scrutineering from 8am to 6pm must have been a real drag on his time and patience. Top marks to him and all those who assisted him. Our MAAQ. C/L Administrator and Nationals C/L Coordinator Mark McDermott will have big shoes to fill at Toowoomba.

Unfortunately a protest concerning Jets and Combined speed was lodged even before competition started with a compromise solution being put forward to run Combined Speed and Jet Speed as separate events. This could well be the way in future, but could also have a negative effect if each event does not attract sufficient entries. A big plus came out of this protest though. A meeting of Pulse Jet fliers some of whom were already members of the Pulse Jet Aeromodellers Australia have had a preliminary meeting to form a Special Interest Group (Incorporated) and have elected Bob Fry from W.A as President, a Secretary and Treasurer were also elected. Proceedings are underway for Constitution and Incorporation. Annual membership fees were set at \$20 pa. Qld Rep is yours truly for further information.

Yes, it's only eleven months to Toowoomba Nats., so get stuck into your building. All control line events listed in the Rules Book will be offered but a special point to note. There must be 5 fully paid entries for C/L by nomination closing date ( approx 6 week's before 31st December) otherwise the event will not be held.

,Queenslanders and interstate competitors will have three opportunities to practice their skills and test models in competition prior to Toowoomba with CLASII running a Grass Speed and Team Race Championships in two parts on April 14 and November 10 with a Norvell 15 engine up for grabs apart from other trophies. (entry forms out shortly)

The Queensland C/L State Championships organised and run by ALC will be held at their field at Loganholme over the Queen's Birthday weekend in June. I did hear at the Nat's that some competitors who would normally come have opted to go to S.A. Champs which are on same weekend.

Finally I hope that this year will see a resurgence of C/L in Qld. but if I don't soon find a permanent pilot for all the T/R models I have, I guess I'll be doing a lot more RC and F/F flying and a lot of T/R models will be for sale after Toowoomba. With my left knee the way it is I don't have many options left so if a young and enthusiastic pilot in the Brisbane area is interested in applying for the position please contact me.

John Taylor 0733927679, Fax 0733927529, email johndt@iprimus.com.au



## Control Line Aeromodellers of Gippsland - Traralgon meeting Dec 2nd

From Graham Keene

Our Club day Sunday 21/2/01 at Dalkeith Park Traralgon started out very promising but by mid day had deteriorated to steady rain. Greg Beevor and myself had mown the flying area on the Friday before and from comments received apparently the job was well done. Unfortunately we may not have the use of this site much longer as it is getting badly overgrown despite the efforts of the resident goats and sheep; (more about goats later)

Eight flyers made an appearance and all managed at least one and some two or more flights. The pace was set by Andrew "Go Fast" Beevor and his 44 inch O.S.46 LA powered Viper stunt wing. Andrew had made a new set of longer lines to slow the beast and counter the considerable line pull, despite this he had both hands firmly around the handle at the end of the flight. I gave my Viper an airing also, it too suffers from an uncomfortable amount of line pull. Maybe the .46's were a bit adventurous guys ?.

Geoff Ingram put in some practice flights with his newly acquired PAW.40 powered Freebird IV, built by Doug Grinham from an English kit I believe. It ran very consistently and Geoff seems pleased with progress so far. IS British IS best hey Geoffrey, love the smell of those deezils.

Robin Hiern who always attends despite the weather, made the journey from Cranbourne. Robin put in a couple of flights with his Fox.35 powered Skylark.

Graeme Vibert flew his now super reliable Fox .35 powered All American, the bark from the tongue muffler certainly got every ones attention.

Paul Richardson rolled up with his OS.46 LA powered Doctor. Paul has achieved a lovely consistent 2/4 break with this stock standard engine, the only modifications being a Robbie Hiern made .25 size venturi, Enya .35 spraybar/needle valve and an additional head gasket, running an APC 11 x 6 propeller.

Andrew and I also indulged in a bit of streamer chasing with our OS.15 Peacemaker and Wildcat combat models, all good fun.

John and Rian Goodge arrived just as the rain began but managed to get in one flight with their smooth flying ST.20 powered Peacemaker look alike.

A lunch break was called at 12.30p when the rain started. We adjourned to our very flash BBQ ( ex hospital staff gazebo) to be joined by the aforementioned goat, who immediately took a liking to Paul, (animal magnetism maybe!) and fixed him with those goaty eyes, obviously love at first sight. Anything and everything within goat reach, foam box, plastic bags, paper, sauce, oil, shirt buttons got bitten or licked, fortunately it had the good sense not to lick the hot plate. Robbie Hiern was seen doing some wingovers and lazy eights with an apple trying to keep it out of goat reach, but he had to eventually surrender some of it.

Our scheduled Maffra meeting clashes with the Nats. so those few members not attending will make some other arrangement. The February meeting will be held at

Knox, see CLAG web site [www.cia-gonline.org.au](http://www.cia-gonline.org.au) for info. Well that's it guys, I must finish with a pearl of wisdom a la Peter White, so here it is — "if you must have a Goat at your BBQ, have it in a Kebab"



## CLAS Racing Trophy

For 2001 and subsequent years CLAS donated a perpetual trophy for racing events in NSW. Consultation with fliers in NSW resulted in the following point score system:

1. Points awarded in all racing events run by NSW clubs and listed in the yearly calendar. (Includes state championships);
2. Equal points for pilot and pitman;
3. Points depend on numbers in the event—I for last place, 2 for second last etc., so the more entrants there are, the higher the points for first place;
4. DNS or DQ earn no points;
5. All NSW and ACT fliers eligible.

The Hunter Valley Championships got the year started and quickly off the mark were Geoff and Grant Potter (8 points ea), and Peter Camps, Stan Pilgrim, Adrian Grew, John Nolan, Andrew Heath, and Richard Justic all on 7 points.

The lead kept changing through the year with almost every event. Think racing in NSW and the same few names come to mind. But the reality is that quite a lot of fliers are working away at a large range of events apart from the glamour ones of F2C, Vintage A and Goodyear. Factor in the no-show of some top contenders. at a few events, and the final results were never a foregone conclusion. Peter Camps and Stan Pilgrim were a real force in vintage 1/2A, A, and phantom-all diesel events. What they need now is a hot 3.5cc Amco in a lightweight B class.

Ric Justic always did well whether teamed up with Andy Kerr, Robert Owen, John Hunting, or others.

Steve Rothwell made a late charge winning three Vintage A's in a row. Steve's performances are the best advertisement he could have for the Ollie Tiger replicas he is making for sale.

Andrew Heath scored a bagfull of points at the September SSME weekend, and for the first time it looked like someone had taken a stranglehold on the competition, but he lost his overall lead when he didn't make it to the State Champs or the Kuring-gai vintage weekend. On the other hand Grant Potter had a great State Champs but missed a few other events with family and work commitments and long distances to travel.

Brian Hoggan put in some quality flights, especially in Vintage B. Heaven help us all if he ever decides to use his NIB Eta .29 Mk6. All the bad luck for the year seemed to come down on Gavin Knight, with planes catching fire, busted rods, temperamental Timmy Tigers and what not. And he still kept smiling and did well.

In the end the overall winner was John Nolan, who competed in more events (17 of 21), and placed well enough to cross the line just ahead of Stan Pilgrim.

### CLAS Perpetual Racing Trophy 2001 results

1.	John Nolan	45
2.	Stan Pilgrim	43
3.	Peter Camps	41
3.	Richard Justic	41
5.	Andrew Heath	40
6.	Grant Potter	39
7.	Gavin Knight	37
8.	Brian Hoggan	33
8.	Hugh Simons	33
10.	Adrian Grew	32

Thank you to CLAS for donating the trophy. Here's hoping that competing for it makes racing even better in the coming year.



I would like to thank if I may through ACLN the many many people who made my couple of years in NSW really enjoyable particularly Tony Bonello of the SSME. If ever the MAAA need a C/L ambassador he would get my vote.

To Ian Gapps, Andy Kerr, Geoff and Robyn Potter, the Gardners, Allen Shing, Tom Howard, my New South Wales flying partner and friend Rick Monro and all the NSW modellers who made me most welcome, 'Thanks I had a great time'.

With my very best wishes for 2002

Jim Trevaskis



### TARMAC Notes November to January

Our annual 'turf racing' day was held on November 17th. For those of you that have forgotten, this is control line racing over grass, with different classes competing for the same trophy. This year, Jim Stivey who promotes the event, made some changes to the rules in an effort to correct the anomalies shown in last year's event. They ensured that the award was for consistency of performance, rather than outright performance which is naturally the usual measure for most racing events. The events contested were Vintage A team race and plain bearing 2.5cc rat racing. The latter being run over 90 laps with one compulsory pit stop (a bit different to the usual rules for rat). The consistency measure was to have every team fly in two heats and the team with the lowest difference between the two heat times would be the winner. A special bonus was the Ace models 'Stop the Clock' prize where the competitor with the heat time with a number of seconds closest to those on a hidden clock would get a special prize from Scott of Ace models in

Midland. While on that subject, I would like to tender thanks to Scott from all of us for his generous offer and remind those of you reading these notes that Ace models always has an exceptionally wide range of control line gear in stock. Well worth checking out (he does mail order if you don't live close by), and of course we should all support those that look after us.

There were six teams entered in Vintage A using 5 different designs of model. The models on view were: Nervensage, Humpty Go Cart, Time Traveller, Fury and two VooDoos (Mk 1). There were also six (differently composed) teams competing in PB rat. A little pilot sharing had to be allowed, and this was not a problem in this low key event. The racing could only be described as average, with Vintage A heat times all over four minutes. I saw quite a few occasions where models just managed to stagger drunkenly into the air. Sherburn/Dyson did not have a good day. During the Vintage A racing they suffered their second broken CS Oliver con rod of the day, and in the PB rat race, Adrian, after allowing the OS .15 to build up to peak revs, stopped it by sticking his finger into the prop arc. You don't need too much imagination to know that it hurt and his finger was badly gashed. The new First aid kit recently assembled by Phil Trueman was blooded for the first time. When this happened, I wished that Phil was on hand to put his superior first aid skills to use, but fortunately Dick Morrow was there and he is always cool and calm in these situations.

Another engine story of the day was that Dave Gannon's Russian Oliver copy stopped during their first heat suffering from what seemed to be a swollen gudgeon pin. After the engine was dismantled it could be seen that the gudgeon (wrist) pin was so tight in both the piston and the con rod that the rod could barely be moved from side to side. It would be interesting to find out how that happened. When the dust finally settled, the winner was the Fry/Taylor team with only one second difference between their two (slow) rat race times. It just goes to show that if you are determined to win, you can beat any system. In second was Stivey/Adler (six seconds) and third was Stivey/Morrow (thirteen seconds). Just as a matter of interest, that was the same Stivey (Jim) in both those teams. The stop the clock prize was cunningly arranged by Jim Stivey and (can it be true) won by the Stivey/Adler team. Jim took a bit of rubbishing over that, but in all fairness, I must add that I personally scrutinised that part and it was all very honest and above board (I'll have to nip round to Jim's and demand my percentage).

If my spies are correct, it would seem that Dave Gannon has been active in researching the medical applications of a common modeling product. He has found a way of improving on the work of the widely advertised weight loss clinics. He has discovered that if you can't eat, you don't stay fat. Or to put it a different way, what do you say after you have thoughtlessly squeezed the 'Zap' bottle while chewing off the clogged nozzle? I know the answer to that. It's "MMMMGGPH"

There is growing interest in Classic B team race here and one of the main reasons is that although bound by rules, you are not tied to previously published designs. It is encouraging much expenditure of mental energy as would be B class racers strain their thought processes as to their

next moves. Several modelers (Not regular racers though) have expressed an interest in designing their own B class ships. Of course there are plenty (myself included) who will want to build some of the original classics as well.

One such person is Hans Bertina, who is not letting time hang heavy on his hands now that he is fully retired. He is like a human dynamo as he moves into top gear in model production. He has revealed to me (by way of some broad hints) which racers that he intends to build for (Classic) B class and believe me they will be worth waiting for.



*This is another of Hans' models. A 'Classic B' team racer based on the models that he built in the early 1960s. This one is powered with the popular OS .25 and is finished in a Wharfedale style paint finish using automotive 2 pack paint. (photo by Adrian Dyson)*



*Here is a photo of Hans Bertina's latest vintage stunter. Powered by an ED '2.46 Racer', this is a classic English design by Pete Russell called the 334G. The original was used to win the Gold Trophy in 1956 and 1957. This design was one of a long series that was developed between 1946 and the late 1950s, by which time they were very popular here, although virtually all of the West Aussie ones were profiles. (photo by Adrian Dyson)*

On the first of December he brought out his pretty, new Classic B racer for it's very first airing. It is very well finished in a red and silver Wharfedale type colour scheme. The model is based on the FAI ship that we used to race many years ago. This one is powered by an MRS modified OS .25 and the performance looks promising as it is already circulating at a fair bit over 100 Miles an hour with plenty of laps to play with. The model went fine, but one sour note for Hans on the day was when he succeeded in letting the sharp APC prop on his racer slice up his flicking finger. There has been far too much blood spilled at our field lately and worst of all, it seems that 'Old

hands are scarred hands'. It isn't inexperienced beginners doing this, it is all the scraggy ancient ones that ought to know better. Please make sure that you sand those props blunt and pay lots of attention when starting and tuning engines.

While browsing through the December minutes of CLAS (NSW), I was pleased to note that Andy Kerr had raised the subject of the recent Rules Conference and an issue that I have previously mentioned in these notes. He commented on the unsatisfactory practice of including different issues in one block, which provides no option for voting for some issues and against others. It is a bit like ordering dessert and finding that the only way you can get ice cream is with tomato sauce topping and if you don't want it that way, someone else will order it for you and make you eat it. This matter (rules, not ice cream) will be raised by NSW at the forthcoming MAAA conference. I trust that the WA representative will do likewise.

Another addition to our club library of videos is '50 Years of Farnborough'. A few of the highlights of past Farnborough air shows are mixed in with bits of the 1998 show. See the librarian to book it out.

For those of you that don't yet know, here are a few snippets of Nationals news that relate to the WA contingent. Full results are available on the MAAA website. The WA control line fraternity was well represented at the Albury Nats and their efforts brought some good results.

Bob Fry explained in the last lot of TARMAC notes that he planned to bring some preparation and discipline to the nationals Open Combat. The results have proved that these efforts have paid off. Reliable equipment and superb flying by Richard Bellis, combined with good teamwork from Bob and Alasdair in the pits resulted in a win by Richard in Open Combat.

The team of Bob Fry and Alasdair Taylor were also active in many of the racing classes and featured well up in the results. They took third place in Goodyear and in Class 2 team race, second in Open Rat and won Bendix in fine style with a record heat time. Their entry in Classic B team race came to a sudden halt when the replica Eta .29 ingested a metal screw head that had come adrift inside the model. That wreaked havoc inside the engine that was impossible to repair and they were forced to retire from that class.

I have been told that Bob also took first place in Jet speed and set a record at the same time. That has confused me somewhat. As I write this, no one has yet explained why there was a separate class for jet speed, since it was not listed in my calendar of Nationals events. I thought that jet speed was to be a part of combined speed as it is over here in Western Australia. No doubt there will be an explanation forthcoming.

Jim Stivey did well in Free Flight scramble as usual,

placing second in Day, and third in Night Scramble.

This is a traditionally quiet time of the year as all the feverish pre-Nationals activity is past. The competitors usually fall back exhausted for a few weeks to gather their strength and a few brownie points from the management at home before setting forth to the flying fields. Therefore next month I will take the opportunity to unveil a very interesting article on engine management that has been written for us all by Hans Bertina.

We finish off this month with a saying for pilots of man carrying aeroplanes. 'Speed is Life' they say. It is. But it is worth noting that altitude and luck can be helpful, too.

Charlie Stone                      VH4706  
Emailcestone@bigpond.com



## STUNT

by Derek Pickard

**The Albury Nats** in aerobatics will be remembered for the wind, the lush green grass, the closeness of the facility to competition HQ and the way the Batty family conquered F2B. A father and son team dominated F2B with grandad as their coach.

While the weather in the rest of eastern Australia ranged from burning to cool, Albury was relatively mild but consistently windy. Fortunately the gusts never exceeded fly-able even though many thought it near the limit.

Victorians were running the event which included Terry Matthews and Derek Pickard jointly CD-ing both F2B classes with Peter White and Doug Grinham the Classic and Vintage events. Entry numbers were good.

On the judging, the local line-up included Peter Roberts for Expert and Doug Harlow with Peter Rowland for Advanced. As usual, those F2B events were of three rounds spread over five days. The Albury food and hospitality was very good.

The only real problem to hit the event was the effect of the NSW bushfires. These caused a few fliers not to attend and forced a few to return home.

### F2B EXPERT

Reigning champion Mark Batty (NSW) came to Albury as practice perfect as he was when he won his title a year before. This time he flew a 40 profile and came out on top of all three rounds. A convincing performance - especially considering his equipment can be described as very basic..

Mark was pushed all the way by Queensland's Joe Parisi who put in the most practice during the 5 day event

ensuring both he and his new 51 powered pipe ship were in the best form possible.

The Victorians were Peter White (Zodiac/Moki 51) in 6th, P J Rowland (Vector/Moki 51) 7th, Doug Grinham (Bear/Aldrich 60) in 10th and Doug Harlow (Eclipse/Moki 51) 12th.

### F2B ADVANCED

The Batty family did it in this class as well - only this time son James got his hands on the trophy. He flew the same Coy Lady/Fox 35 that took his father to victory the year before.

The father and son duo are two sides of a three man team which includes grandfather John Batty. All three practice regularly together with John being the ever-watchful coach.

Bruce Hoffman (NSW) was slow to get off the mark in the three flights but eventually got his beautiful Berringer-derived Saito 56 powered plane in top form. He won the third round to grab second overall.

Victorians went very well in this class with Mark Ellins (Manito/ST46) and Geoff Ingram (Freebird 4/PAW40) holding second and third places before Hoffman pushed them both down by one. Ken Taylor contested only the first round.

While Mark's third place is excellent considering his part-time commitment in between racing and combat rounds, Geoff's performance is excellent for a first-timer at the Nats. He loved demonstrating his big diesel.

### VINTAGE

This Friday competition was an all the way Victorian affair as the southerners dominated all the major positions. Regular Vintage enthusiasts Peter White (All American/Fox 29) and Doug Grinham (All Australian/Sabre 49) fought it out before the first-ever dead heat for the top position. The organisers had to hurriedly re-engrave the trophies for the presentation night. The only non-Victorian in the first 6 was Frank Battam who flew his Hot Rock/Fox 35 to third.

Other excellent placings were P J Rowland (Nobler/OS 35) 4th, Geoff Ingram (Windy/Frog 500) 5th and Rob Hiern (Thunderbolt/Frog 500 6th. John Lamont and Ken Taylor finished 8th and 9th. Seven out of the top ten is an excellent result. (Terry Matthews' Demon/Sabre destroyed itself after the tail broke during the squares.)

### CLASSIC

The last comp of the seven day stunt calendar took place on the Saturday with a field as big as any in stunt. While Victoria's PJ Rowland (Nobler/OS35) and Peter White (Thunderbird 2/ST46) tried their hardest to repeat the excellent results of Vintage the previous day, it was NSW's Reg Towell (Thunderbird 2/ST46) which came out on top.

The other Victorian to do well was Doug Grinham (Nobler/ Fox 35) in 5th.

Also, Derek Pickard stopped playing CD and Canberra work commuter to finally pick up the handle and fly his Aldrich Magnum/ST60 into 7th. Behind him were Robin Hiern, Geoff Ingram, John Lamont, Peter Rowland and Ken Taylor.

*Photo's by Derek Pickard and K. Donelly*



*Above:- Bruce Hoffmans' Focke Wolf*

*Reg Towell (centre) beat PJ Rowland (left) and Peter White in Classic.*



*The three-man team that took home the top trophies: John, Mark and James Batty.*



*One of the four Saito 56 powered planes. This is Reg Towell's F2B ship.*



*Frank Battam and Reg Towell were - as always - among the top fliers in the week. They are photographed with Frank's Saito 56 powered Berringer replica.*

## Classic B at the 55th Nats.

The Classic B Team Race at Albury certainly lived up to expectations for this first ever Nationals event. When competitors arrived at Alexandra Park early on Saturday for the 9 a.m. start, conditions were virtually perfect. The last day had the best weather of the Championships.

Of the 11 teams entered, 9 took to the air. Most fliers had a few practice flights to tweak needles and fine tune their mixtures. The well mown cricket ground provided a smooth surface for takeoffs and landings, ideal for 50mm wheels.

A clear winner in the 'best looking model' stakes was Hans Bertina from Western Australia. His superb silver and red own design racer, 'Thornlie Thunderbolt', had influence from the highly successful Wharfedale models of the 60's. It weighted in at an amazing 19 oz. Most B Class models are 5 or 6 oz heavier than that! Piloted by the experienced Jim Stivey, this new and very quick model was not yet able to produce the instant starts of some of the others. Nothing some fiddling won't fix. Some OS 25's will start when you look at them!

Teams from Western Australia, N.S.W. and Queensland pressed the Victorians who have more experience in this event. After the heats were completed, it was an all 'Mexican' affair in the final.

Fastest model and the eventual winner was the OS 25FP 'Flying Purple People Eater' of John Hallowell and Keith Baddock. This team also set a new 70 lap heat record of 3.11.94. They elected to sit on their time rather than fly the Antares and LA 25 in the second round. And like Mark Ellin's arm, Keith's fingers have been taking a battering for more than a week... In the 140 lap final, Keith had the model away first. Extra speed and good range of over 50 laps saw the F.P.P.E. sprint to the lead. A slow second stop saw a sub 6.20 slip away, but the finish time of 6.29 was still respectable. Keith's wife Robyn did a great job as battery person.

Not far behind in second place was the 'Firebrand' of Jim and Colin Ray. Their LA 25 has mysteriously lost a little speed since blitzing the opposition at the last Victorian state titles, although a 3.15 heat time is certainly nothing to sneeze at. A missed segment on landing the 'Firebrand' also cost the 'Cosmics' valuable time. Jim's battery person and wife Glenys knows you can't win everytime.

In third position was the 'Dream Team' of Ken and John Hunting. They were flying an all red racer called the 'Rocket' which had an FP 25 in the business end. They used up all their vast team race experience to push the other teams all the way, but an extra stop put paid to their chances.

Bob Fry and Alisdair Taylor were campaigning a Czech built replica ETA 29 in a beautifully built black and yellow 'Cresendo'. which was about a second for 7 laps from the leaders pace. Due to an amazing practice mishap where the top of a mounting plate hold down bolt sheared off and

was ingested by the motor, the W.A. hot-shots failed to record a time. Not to worry, they had a big win in Bendix!

Graeme Wilson and Mark Ellins were flying their new M.R.S. tuned FP 25 'Double Dice' for the first time. Unusually for this super team, there was a problem that really slowed them down. A fuel tank leak meant only half the required laps were there and much un-necessary landing and pitting practice was the result.

John Taylor had Richard Justic doing duties on the clean end of the lines. Although the 'Rivetter' had reasonable speed and laps, a really smart time eluded them on the day. Watch this OS 25 model perform on its home turf in Queensland at next years Toowoomba Nats.

NSW's Gavin Knight and Brian Hoggan also had a 'Firebrand' and FP 25, albeit an early version with a steel liner. There's no doubt that later ABC engines work just a little bit better for speed and economy.

Harry Bailey and Peter Roberts used a butterfly tail on Harry's good looking gold and silver own design. Despite showing hot form in practice, this experienced team did not put in a fast one when it counted. After winning Class 2 with his M.R.S. Rossi 21 for the 3rd consecutive time, I'm sure Harry is content to rest on his laurels.

The winning Flying Purple People Eater is an own design built last year to Classic B specifications. There was some purple K&B epoxy paint that had to be used up... The model flies on 15 thou. Lines and is powered by an OS FP prepared by Robin Heirn of Model Racing Services. It uses a standard APC 7 x 7 propeller and runs on a mix of 12% Coolpower and 6% Castor, 15% nitro, 12% IPA, 8% Xylene and 47% methanol. This combination gives more than 18,000 rpm on the ground and makes over 108 mph in the air.

All up, a classic Nationals start for Classic B Team Race, with all teams looking forward to another clash at the 56th Nats at Toowoomba early in January, 2003. There's sure to be some P.B. Enya 29's in the mix up there. Then it will be a re-creation of the 'good old days' in the early 60's when the Enya and OS engines shared an intense rivalry that resulted in many fascinating 'down to the wire' duels. Roll on Queensland!

Results of Classic B T/R at the 55th Nationals.

1. Hallowell / Baddock	3.11.94 (rec.)	DNS	6.29.50
2. Ray / Ray	3.21.50	3.15.59	6.59.34
3. Hunting / Hunting	3.26.69	3.31.90	7.46.92
4. Stivey / Bertina	3.38.69	3.48.38	
5. Wilson / Ellins	3.33.47	3.32.84	
6. Bailey / Roberts	3.43.90	3.41.03	
7. Taylor / Justic	4.03.41	7.19.40	
8. Knight / Hoggan	DNF 38	DNF 36	
9. Fry / Taylor	DNS	DNS	
10. Camps / Pilgrim	DNS	DNS	
11. Potter / Potter	DNS	DNS	

John Hallowell  
VH 1984



*Photo's of Classic B racers at the Nats from John Hallowells' digital camera*

*Top Left Bob Fry's "Crescendo"*

*Top Right Hunting/Hunting "Rocket"*

*2nd Row left Ray/Ray "Firebrand"*

*2nd row right Stivey/Bertina*

*"Thornlie Thunderbolt"*

*3rd row left John Hallowell's*

*"Flying Purple People Eater"*

*3rd row right John Taylor's "Riveter"*

*Bottom Harry Bailey's Vee tail "B-Backtrack"*

# Vintage A T/R at Albury

**Vintage A** was one of the most anticipated races for a long time. Quite simply, it was an exercise to see who had the best version of the venerable Oliver Tiger. And to find out who could get the most speed and laps from it.

Would the winner come from the record holding Kerr / Rothwell specials, the specially prepared Olly replicas of engine guru Stan Pilgrim, or motors that have had the 'laying on of hands' by California engine whiz Tim Gillott? Time would provide an answer, although most likely a temporary one.

The battle is only just beginning. Interstate rivalry is a great thing. It keeps everyone on their toes. Yet the spirit of co-operation between the states is alive and well. Like Andy Kerr helping out the gun team of Wilson / Ellins with specially prepared motors. It will be very interesting to see what Mark McDermott comes up with for Toowoomba. No one in this country has been practicing as consistently fast as he has. He is capable of a couple of seconds for ten under what most were doing in Albury. And he gets close on 60 laps.

In practice just before the event, Keith Baddock was goggle eyed when he counted Andy and Richard Justic doing 105 laps non-stop !!! Maybe it has something to do with the Hallowell / Baddock's teams' struggle to achieve a relatively modest 45 laps on a regular basis with their 'Timmy Tiger'...

The weather was a bit on the warm side to get the best out of a 2.5cc diesel with a layout designed in the early 50's. The times returned bare this out with only Stan Pilgrim and Peter Camps getting under 3.25. The heat times of all 17 entrants were generally a lot slower than those recorded in competition and practice before the Nationals

As reported in the last edition of ACLN, Paul Stein and Rob Fitzgerald represented the 'wild card in the deck'. That prediction turned out to be spot on, with these formidable F2C exponents doing it easy to clinch 2nd spot in the final with a relaxed 3.29.

John Hallowell and Keith Baddock had a reasonable run in the first heat, stopping the clock on 3.32. Pre-nats, you'd say 'no way to make the final three'. However, that sun was hot and the temperature was climbing to about 30 degrees as the event progressed into the afternoon.

The team of Hugh and Dave Simons were not able to reproduce their scintillating form of a few months ago and 'bombed out' when the chance of making the top three was offered. Not surprising, as Dave had to rush back to Sydney during the Nats to make sure his home was secure from the threat of the disastrous bushfires.

Stan Pilgrim and Peter Camps saved their best for the last heat when cool experience returned a FTD, a sharp 3.24.36.

This do or die time was made when the chips were down and the big losers with this were Justic / Kerr who were knocked out of the final. They didn't get a chance to show how their 65 laps + could grab a 180 lap sprint by the short 'n' curleys. Stan and Peter's time of 3.24.36 is a best ever heat at a Nationals, beating Potter / Kerr's benchmark of 3.26.58 at Nowra. Considering the unfriendly (to diesels) hot weather, the Camps / Pilgrim time was quite exceptional. There have been more than a few hundred official Nationals flights in Vintage A since the

Bendigo Nats in 91/92. Peter and Stan are now on top of the tree in the heats. Take a bow, boys!

Andy Kerr and Richard Justic weren't without their problems at this meet. A broken wing in practice certainly didn't help matters. A cool change may have helped stabilise things. However, it wasn't to be and Andy and Richard were standing among the spectators when the controversial CD began the countdown for the 180 lap final.

All three teams were away quickly. In the centre it was Rob Fitzgerald vs Peter Camps vs John Hallowell. In the pitting segments it was Paul Stein vs Stan Pilgrim vs Keith Baddock. The pressure was intense, and at least in the middle, no one was giving an inch.

Paul Stein's grey Voodoo V showed a slight edge in airspeed over the two Voodoo 1's. Fitzzy's experience helped make it easy to overtake without the mandatory warnings. The Hallowell / Baddock 'Timmy Tiger' was beginning to sound hard and a long first pitstop with a smokey motor put an end to the chance of a win.

Peter Camps good flying and Stan's sharp pitting was keeping them in the race. It was neck and neck until the Fitzgerald / Stein Voodoo pulled away in the closing stages for a well deserved second Nats win, the first being at Toowoomba only a few years ago. Paul only received his 'Timmy Tiger' a few days before Christmas, so he did very well to sort things out in so short a time. That's exactly what top operators can do. Now for Andy's record...

That record is less than a second behind the world's best time Of 6.41.4 belonging to English champs, Allock / Myszka. It is interesting to compare relative times between the two countries, even though the Brits fly on hard surfaces and Aussies always on grass. At the 2001 British Nats in late August, the top ten best heat times averaged 3.44.2 while the 'down under' teams in January 2002 managed a slightly better 3.40.9 What does that prove? Nothing much, except there's consistency among the top contestants and we love to fly Vintage A all over the world!

Results of Vintage A Team Race at Albury Nats.

1. Fitzgerald / Stein	3.29.78	DNF	7.06.70
2. Camps / Fitzgerald	3.42.60	3.24.36	7.12.67
3. Hallowell / Baddock	3.32.80	3.52.72	7.51.46
4. Kerr / Justic	3.34.00	DISQ	
5. Hines / Rothwell	3.35.95	3.38.38	
6. Wilson / Ellins	3.45.37	4.14.75	
7. Stivey / Bertina	3.51.04	3.55.25	
8. Ray / Ray	3.59.80	3.54.85	
9. Hunting / Hunting	4.43.88	3.55.69	
10. Simons / Simons	3.56.13	3.55.91	
11. Fry / Taylor	3.59.07	4.04.71	
12. Bailey / Pretty	DISQ	4.06.59	
13. Knight / Harvey	4.06.68	4.23.75	
14. Wilson / van Meurs	4.08.66	4.12.56	
15. Potter / Hoggan	DNF 80	5.11.03	
16. Bell / Taylor	DNS	DNS	
17. Bellis / -	DNS	DNS	

John Hallowell,  
VH 1984



*Stan & Peters model*



*Vintage A winners Rob Fitzgerald and Paul Stien*



*Left :- Vintage A Finalist*

*Below:- Murray Wilson and pitman P Van Muers with Peters ageing (or ageless) "Alien". Murray flew against the other junior pilot Hugh Simons in a consolation final after the main event. The Simons/Simons team were the winners.*



*Andy Kerr*



## Bendix Capers at the Nats

Showdown time! Will the Bendix winners again be the reigning champs from N.S.W, or will they be from a group of formidable challengers from Qld, W.A. or Victoria?

Keith Baddock & John Hallowell were among the first to disturb the air with their howling Nelson and new all white Nemesis combination. After practicing at 14.8 for 7 back at Knox, this very streamlined and super quick racer was expected to set the pace.

On the day though, Bob Fry & Alisdair Taylor had a shining weapon with their slippery Shoestring. They set a new Australian heat record with a rip snorting 3.22 on their first run. Top stuff! The big case Nelson and Supercool prop combination really worked a treat. Their flying, pitwork and systems set a very high standard for other teams to follow.

The very experienced dynamic duo of top aerobatics pilot Tony Bonello and Andrew Heath were always going to be a big influence on the composition of the top three. Their well sorted 'Sparrowhawk' had good speed and laps and qualified 3rd choice for the final.

Jim & Colin Ray had some bad luck, with their Dave Bailey built Ray Cote Shoestring with Super Tigre .34. A seemingly normal landing in practice saw the fuselage break just under the tailplane. Although it could have been patched and flown, Jim elected to fix it properly back home, giving Colin's right arm a well needed rest.

As the 'dark horse' Charlie Stone stayed home, John Taylor was the wildcard in the pack with his very quick Tim Gillott tuned Super Tigre .34. And he had the highly experienced John Hunting flying for him. After qualifying for the final, disaster struck quickly with a sharp 'crack' heard on the first pit stop. The model flew on, but at the second stop it nosed over and the fuselage broke in half. All this goes to prove that considerable reinforcing is required in profile fuzzes designed for racing! We knew that anyway, didn't we??

Was good to see the Nationals Control Line Champ Mark Ellins and Graeme Wilson having a crack at Bendix. They were using the Nelson .29 from their Class 2 racer. The motor started well, sounded spectacular, but didn't have quite enough outright speed to mix it with the finalists. A little experimentation with props, fuels, venturis and possibly head clearance will probably pay big dividends.

Of the others, Jim Stivey and Richard Bellis were consistent, as were Gavin Knight and Ray Harvey. However, on the day, they didn't have that extra 'something' (a slice of luck?) to turn in an exceptional one stop time for the 80 lap dash.

Bob Fry and Alisdair Taylor really deserved their win. They have put in the development hours and reaped the rewards. They had a very quick model and would have beaten the existing final record set at Toowoomba by Hallowell / Baddock had it not been for a run in. Bonello / Heath were not far behind in second place, but nothing was going to stop the fast flying WA pair from notching up yet another Nats win in Bendix. When the question was asked....will the real Captain Bendix please stand up...Bob and Alisdair stood tall!

With Mark McDermott's monster motors set to

broaden the challenge, next years Bendix competition at the Toowoomba Nats will surely be a ripper!

Results of Bendix at Albury Nats.

1. Fry / Taylor	3.22.55 (rec.)	DNS	7.28.50
2. Bonello / Heath	3.43.03	DNF 43	8.07.60
3. Hunting / Taylor	4.05.06	3.40.07	DNF 124
4. Camps / Gapps	3.55.50	4.22.22	
5. Hallowell / Baddock	3.58.91	4.02.75	
6. Wilson / Ellins	4.01.18	4.26.84	
7. Stivey / Bellis	4.15.75	4.29.03	
8. Knight / Harvey	5.19.91	5.01.22	
9. Justic / Owen	DNF 21	DNS	
10. Ray / Ray	DNS	DNS	
11. Hunting / Hunting	DNS	DNS	

John Hallowell

VH 1984

## Class 2 T/R

The strong wind that was blowing did not effect these powerful racers. Three heats were run and two "Beesting" models powered by .29 Nelsons and a Nova Rossi .21 powered "Montezumas Revenge" entered the final race.

The team of Bailey/Ellins were the victors followed by Wilson/Lumsden and Fry /Taylor.

Of the last three nationals entered by the team of Bailey/ Ellins in this class this is their third win.



*Left:  
Siesta time  
for Allan  
Lumsden  
and Geoff  
Potter at  
the  
Nationals  
C/L grass  
site.*



# Speed at the Nationals



Speed was flown at the Albury airport, the surface being smooth bitumen. The weather for both days was good, not too hot and very little wind.

**FAI Speed** was on day one.

As is usual in FAI speed the problems of getting all the settings correct on the day caused a few to either not get flights or get slow flights.

Noel Wake and Robin Hiern used Irvine 15R motors, while the others used the Profi/Thomas, turn key setups. Contrary to what may have been printed you can't just buy and fly fast. A lot of fine tuning has to be done.

Hugh Simons had some very lean, detonating early runs which took the edge off the piston/cylinder fit which resulted in him being unable to get later flights.

	Round1	Round2	Round3	KPH	Motor
HIERN ROBIN	12.97	13.26	12.91	278.93	Irvine 15R
JUSTIC RICHARD	13.70	N/Time	N/Time	262.85	Profi
WAKE NOEL	N/Time	15.92	14.34	251.12	Irvine 15R
SIMONS HUGH	15.31	N/Time	N/Time	235.21	Profi
LUCAS GRANT	N/Time	N/Time	N/Time	0.00	Profi

## Combined Speed

A good variety of classes in this event.

Proto is making a comeback, especially now that the .21 size Class 2 motors are fast and reliable.

Overall winner was Robin Hierns OS CZ11 which continues to get faster without additional development work. The model is still using the same prop from four years ago.

Noel Wake's OS is also getting faster. Merv Bell unfortunately crashed his .40 model after catching his sleeve in the pylon and falling over. In spite of his misfortunes he had posted a good time earlier in the day.

Grant Lucas had a fleet of models but could not find the right settings, a long way to travel from W.A. for no result.

Peter Roberts managed to get 4th place with Robins old CS11 model. This engine is using the original Nelson plug after well over 200 flights.

Entries were down in numbers due to the unfortunate situation of the N.S.W. bush fires placing 2 entrants in the situation that they needed to return home because of fires threatening their homes.

The results show that the host State Victoria did O.K. The fact that they have regular speed comps certainly helps in getting a time on the board.

It will be interesting to see what happens next year in Class 1 now that the maximum capacity of engines has been increased to 2.2cc.

	Class	Round 1	Round 2	Round 3	%	Motor
HIERN ROBIN	1	14.29	14.735	N/T	103.91	OS11& RH11
HIERN ROBIN	Proto	24.125	24.515	N/T	100.64	Nova - Rossi .21
WAKE NOEL	1	15.67	15.85	15.385	96.52	OS11PS
ROBERTS PETER	1	17.18	16.35	15.98	92.92	CS11
BELL MERVYN	4	10.72	11.79	0	89.04	
WAKE NOEL	4	11.346	11.083	11.02	86.62	OPS 40
BAILEY HARRY	Proto	32.99	34.82	30.67	79.16	Nova - Rossi .21
VAN MEURS PETER	Proto	34.41	33.29	31.453	77.19	Webra .20
JUSTIC RICHARD	Proto	N/T	32.23	31.71	76.56	K&B 40
LUCAS GRANT	2	N/T	N/T	N/T	0.00	ST 29
LUCAS GRANT	4	N/T	-	-		
A. KERR	2	N/T	-	-		

## JET SPEED

1 FRY ROBERT	N/T	10.84	12.80	267.15
2 BELLIS RICHARD	13.37	12.535	-	231.03
3 AXON DAVID	N/T	15.48	15.10	191.78
4 TAYLOR JOHN	N/T	N/T	N/T	0.00

<b>F2B AEROBATICS Expert</b>	Round 1	Round 2	Round 3	Total	
BATTY MARK	3060.75	3109.25	2988.25	6170.00	1
PARISI JOE	3048.75	3072.75	2942.75	6121.50	2
GARDNER BRIAN	3007.75	3015.75	2984.50	6023.50	3
EATHER BRIAN	2872.75	3095.50	2829.75	5968.25	4
TURNER PAUL	2892.75	2995.50	0.00	5888.25	5
WHITE PETER H	2901.00	2930.25	2788.50	5831.25	6
ROWLAND PETER J	2692.75	2865.25	2864.00	5729.25	7
TOWELL REGINALD	2826.00	2760.50	2903.00	5729.00	8
GEE TIMOTHY	2571.50	2925.00	2766.50	5691.50	9
GRINHAM DOUGLAS	2698.75	2853.00	2708.50	5561.50	10
HANNA DALLAS	2633.25	2779.25	2735.00	5514.25	11
HARLOW DOUGLAS	2660.25	2619.50	2595.75	5279.75	12
BATTAM FRANCIS	2515.00	2702.00	2571.75	5273.75	13
GRAHAM KEITH	2318.50	2567.50	0.00	4886.00	14
SHERLOCK STUART	2015.75	2664.50	0.00	4680.25	15
SMITH PETER R	1897.50	2488.50	2113.25	4601.75	16

<b>F2B AEROBATICS Advanced</b>	Round 1	Round 2	Round 3	Total	Place
BATTY JAMES	1490.00	1764.50	1702.00	3466.50	1
HOFFMAN BRUCE	267.00	1589.50	1786.50	3376.00	2
ELLINS MARK	1434.00	1620.00	1648.00	3268.00	3
INGRAM GEOFFREY	1437.00	1589.00	1653.00	3242.00	4
TANSLEY GARY	1382.50	1513.50	1662.00	3175.50	5
MASTERTON STEPHEN	1414.00	1519.50	1608.00	3127.50	6
BONELLO ANTHONY	1453.50	1328.00	1513.00	2966.50	7
GRAHAM ROBERT	1344.50	1346.50	0.00	2691.00	8
SIMONS DAVID	1304.50	0.00	0.00	1304.50	9
TAYLOR KENNETH	376.00	510.00	0.00	886.00	10

<b>VINTAGE STUNT</b>	Static	Round 1	Round 2	Best Flight	Total	Place
GRINHAM DOUGLAS	115	305	322	322	437	1
WHITE PETER H	111	321	326	326	437	1
BATTAM FRANCIS	121	305	306	306	427	3
ROWLAND PETER J	64	346	352	352	416	4
INGRAM GEOFFREY	101	288.5	291.5	291.5	392.5	5
HIERN ROBIN	98	288	275	288	386	6
BERTINA HANS	106	258	240	258	364	7
LAMONT JOHN	97	241	257	257	354	8
TAYLOR KENNETH	110	154	173	173	283	9
MAIER KENNITH	34	234	248	248	282	10
USHER MARK	32	241	240	241	273	11
MATTHEWS TERENCE	88	135	184	184	272	12
ELIAS JOHN	107	146	0	146	253	13

**F2D Combat** at the 55th Nationals saw many close bouts during many heats, most being determined by airtime. All contestants displayed good sportsmanship with not one protest being lodged. The only re-fly was due to the contest director's error on rules clarification. Grant Potter of N.S.W. flew consistently all bouts and a deserved winner

<b>F2D COMBAT</b>			PLACE
POTTER GRANT	W,W,W,W	L,W	1
OWEN ROBERT	L,W,W,W	W,L	2
BADDOCK KEITH	W,W,L,L	W F/OFF	3
COMISKEY MICHAEL	W,L,W,L	L F/OFF	4
WILSON GRAEME	W,L,L		5
PRETTY GREGORY	L,W,L		5
COMISKEY MICHAEL	L,L		7
DILLON MARK	L,L		7

**OPEN COMBAT****PLACE**

BELLIS RICHARD	W,W,W, W,W	1
COMISKEY MICHAEL	W,W,W,L	2
MAIER KENNITH	L,W,L	3
COMISKEY MICHAEL (Jnr)	L,W,L	4
SHERLOCK STUART	W,L,L	5
OWEN ROBERT	L,L	6
POTTER GRANT	L,L	6

**Jnr. 2.5cc COMBAT**

WILSON MURRAY	W,B,W,W	1
COMISKEY MICHAEL	L,W,B,L	2
HINES LACHLAN	B,L,L	3

**Jnr 2.5cc RAT RACE** Heat 1 Laps Heat 2 Laps Final  
**PLACE**

1 WILSON MURRAY	98	99	184
2 HINES LACHLAN	50	84	165
3 COMISKEY MICHAEL	42	70	141
4 GAPPS MICHAEL	64	64	

**FAI Team Race.** A hot day greeted the teams taking part in this closely contested event. All teams that entered the competition flew and all were able to take their models home intact.

Vic, NSW, QLD, and WA were represented plus Duncan Bainbridge from England.

The race was conducted with two heats and two semi finals. The fastest 3 semi finalists went into the final. At the start of the final race, the model of Wilson/Stein ran into the circle which meant they could not continue. Fitzgerald/Ellins went on to beat the father and son team of Potter/Potter by a thirty second margin.

**F2C TEAM RACE**

	Heat 1	Heat 2	Semi 1	Semi 2	Final	PLACE
FITZGERALD ROBERT/ ELLINS MARK	4:37.5	4:31.37		3:23.80	7:12.56	1
POTTER GRANT/ POTTER GEOFFREY	DNF 28L	4:13.22	4:07.25	3:34.26	7:42.06	2
WILSON GRAEME/ STEIN PAUL	3:36.81	4:03.41	3:25.22		DNF 0L	3
OWEN ROBERT/ JUSTIC RICHARD	3:59.40	DNF 34L	3:55.00	3:39.41		4
HARVEY RAYMOND/ KNIGHT GAVIN	4:04.40	DNF35L	DNF 36L	3:50.1		5
BERTINA HANS/ STIVEY JAMES	4:15.35	DNF 67	4:03.97	DNF 33L		6
RAY COLIN/ BADDOCK KIETH	DNF 88L	4:24.97		4:07.69		7
BAINBRIDGE DUNCAN/ SIMONS DAVID	4:14.34	3:48.16	4:51.0	DNF 32Laps		8
FRY ROBERT/ TAYLOR ALIDAIR	5:36.55	4:34.94				9
HUNTING KENNETH/ HUNTING JOHN	8:01.17	8:26.69				10
BELLIS RICHARD/ MORRANDINI PETER	DNF 15L	DNF 72				11

**1/2A TEAM RACE**

1 WILSON GRAEME/ ELLINS MARK	4:35.47	DNS	9:29.75
2 HUNTING KENNETH/ HUNTING JOHN	4:48.78	DNF 48	10:25.75
3 OWEN ROBERT/ JUSTIC RICHARD	3:42.10	DNS	DNF 125
4 RAY JIM/ RAY COLIN	DNF 34	5:45.28	
5 POTTER GRANT/ KNIGHT GAVIN	DNF 0	DNS	

**MINI GOODYEAR**

1 WILSON GRAEME / ELLINS MARK	3:45.91	DNS	7:21.15
2 BAILEY HARRY / ROBERTS PETER	DNF 60L	4:20.84	8:47.00
3 HALLOWELL JOHN / BADDOCK KEITH	4:37.78	4:16.40	9:20.17
4 HUNTING KENNETH / HUNTING JOHN	DNF 78L	4:52.75	
5 RAY JIM / RAY COLIN	6:30.66	DNF 13L	

*Finalist in Mini Goodyear are pictured on the right. All models used MRS modified O.S.11 PS engines. The Hallowell / Baddock team used a conventional twin blade prop. First and second placegetters used "Supercool" single bladers.*

**GOODYEAR**

1 FITZGERALD ROBERT / PRETTY GREGORY	4:03.85	DNS	7:23.72
2 RAY JIM / RAY COLIN	4:32.4	4:06.80	8:25.87
3 FRY ROBERT / TAYLOR ALASDAIR	5:12.36	4:16.00	DNF162L
4 BELLIS RICHARD / STIVEY JAMES	4:51.96	6:32.78	
5 POTTER GRANT / POTTER GEOFFREY	5:18.16	5:31.19	
6 LUMSDEN ALAN / WILSON GRAEME	DNF 26L	7:56.60	
7 HUNTING KENNETH / HUNTING JOHN	DNF 11L	9:20.00	
8 HARVEY RAYMOND / KNIGHT GAVIN	DNF 60L	DNF 87L	
10 OWEN ROBERT / JUSTIC RICHARD	DNF 4L	DNF 21L	



## 1/2A Team Race

1/2 A team was flown in windy conditions at the Albury Airport. Knight/Potter had a mishap after losing line tension on the take off and crashed breaking the motor out of their model. The fastest heat was by Owen/Justic with a 3:42. 10 using a Double Star Engine. But in the final broke a line at the 125 lap mark leaving the team of Wilson/Ellins with an Old Oliver-Cub Schneurle to take the win ahead of the Hunting Bros in second using a CS Diesel.

## Junior 2.5cc Rat Race

All entrants flew and put in a great effort in the windy conditions 2nd and 4th place had not flown in a comp before, they achieved great results for their first attempt. All entrants had their fathers starting for them and kept them on their toes with landings at different parts of the circle.

Well done juniors

## C/L STAND OFF SCALE

1 OGLE ANTHONY	1215.0	1334.50	2550.00
2 BATTAM FRANCIS	1090.00	1162.00	2252.00
3 BADDOCK KEITH	655.00	1067.00	1722.00
4 SUNDERLAND GARY	1580.00	105.00	1685.00
5 OGLE RAYMOND	1405.00	32.00	1437.00
TAYLOR KENNETH	1135.00	0.00	1135.00

## C/L F4B SCALE

1 HOFFMAN BRUCE	1473.00	1097.00	2570.00
2 LAMONT JOHN	1395.00	816.00	2211.00
3 SUNDERLAND GARY	1520.00	428.00	1948.00
4 OGLE ANTHONY	1293.00	451.00	1744.00
5 OGLE RAYMOND	1390.00	280.00	1670.00

## Control Line Scale F413 & Standoff

After deciding that our scale control liners would not take off from the grass surface at Alexandra Park we adjourned to the airport where the blue metal surface, while OK for take off, was less than kind to the type of arrivals produced by the strong and gusty wind.

Stand off Scale in the morning was won by Anthony Ogle with a Piper J3 Cub from Frank Battarm's Sukhoi 31 and Keith Baddock's well tried P-38. Anthony won decisively with two good flight scores to add to his good static score while Frank set a new trend by flying from a stool with a rotating cushion and looking most relaxed while flying a good aerobafic schedule. Keith Baddock flew his P-38 very consistently but was held back by a low static score and a high penalty for the lack of retracts on his model,

F4B commenced in the afternoon and again the gusty conditions made flying very difficult. It became a war of attrition as models suffered system failures or met their end on the blue metal hardstand. Takeoffs were tricky and landings were barely arrivals as the wind direction fluctuated and flyers tried to select the best location to demonstrate their manoeuvres.

Bruce Hoffman placed first flying a Cap 3 1, John Lamont was second with a Spacewalker and Gary Sunderland was third with a Fokker D7 which unfortunately met its demise on the last flight when it crashed very hard from a great height.

While the flying was not great and a lot of damage was sustained we all had a good time and it proved very entertaining for the spectators who always enjoy a good crash.

2.5cc RAT RACE	Heat 1 laps	Heat 2 Laps	Final
1 HUNTING KENNETH	251	DNS	495
/ HUNTING JOHN			
2 WILSON GRAEME	277	DNS	493
/ LUMSDEN ALAN			
3 RAY JIM	247	DNS	417
/ RAY COLIN			
4 FRY ROBERT	195	184	
/ TAYLOR ALASDAIR			
5 BELLIS RICHARD	175	52	
/ STIVEY JIM			
6 WILSON MURRAY	129	166	
/ ELLINS MARK			
7 TAYLOR JOHN	1	DNS	
/ BELL MERV			

Lots of good, fast racing. The WA team of Fry/Taylor had a very quick model and were unlucky not to qualify for the final. The final was flown at a furious pace with the spectators treated to a classic display of Rat Racing, including all the swapping of hands and whipping. Wilson/Lumsden had the race in the bag but with only a minute to go, a line tangle brought them crashing to the tarmac. Hunting/ Hunting went on to win by two laps. Ray/Ray were third.

## OPEN RAT RACE

1 WILSON GRAEME	2:41.97	DNS	5:12.78
/ ELLINS MARK			
/ LUMSDEN ALAN			
2 FRY ROBERT	DNF 42	3:07.46	5:51.35
/ TAYLOR ALASDAIR			
3 JUSTIC RICHARD	3:14.81	DNS	6:53.95
/ RAY COLIN			
/ VAN MEURS PETER			
4 FITZGERALD ROBERT	5:17.50	3:37.69	12:20.39
/ PRETTY GREGORY			
/ WALKER JOHN			
5 POTTER GRANT	4:06.78	DNF 60	
/ POTTER GEOFFREY			
/ SCOTT PETER			
6 HALLOWELL JOHN	6:36.00	5:56.99	
/ BADDOCK KEITH			
/BADDOCK R			
7 HUNTING KENNETH	8:29.65	DNF 8	
/ HUNTING JOHN			

## Control Line Champion at the Albury Nationals.

The Control Line Advisory Committee (Victoria) sponsored these awards for the best competitors at the Nationals in Junior & Senior and the following system was used. The top 5 place getters in each event got points from 5 -1 including team members with the winner gaining 29 points to win by 1 point from 2nd. The system is a lot easier to work out and rewards the people who put in the effort over a number of events. First in Senior was Mark Ellins & Junior was Murray Wilson.

# CONTEST RESULTS



## Combined Speed at Frankston 20/1/02

	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	R Hiern	1/2A	AME .049	8.53	NEL	8.02	8.02	180.60	103.12%
2	N Wake	Class 1	OS CZ11 PS	15.92	15.45	15.20	15.20	236.84	97.70%
3	N Wake	.21	Novarossi 21	16.16	16.58	15.90	15.90	226.42	87.95%
4	H Bailey	Proto	Novarossi 21	30.85	NEL	29.31	29.31	197.67	82.84%
5	R Hiern	FAI	Profi	NEL	NEL	DNF			0.00%
<b>Midge</b>									
	J Hunting	Midge	PAW	10.75	10.69		10.69	135.56	
	K Hunting	Midge	Taipan	11.21	10.87	10.76	10.76	134.61	
	M Wilson	Midge	PAW	13.41	13.28	13.32	13.28	109.07	



Steve Rothwell is seen at work in the field at Albury. Word has it that Steve is about to embark on a production run of Oliver Tiger replicas!

Pic :- J Hallowell

Top Right:- "Tucker Special" of John Elias

Bott Right:- "Zodiac" of Peter White

Pics :- K Donelly



South Australia State Championships

ACLN has just been informed that the S.A. C/L State Champs will be held on Anzac Day weekend 25/4/02 to 28/4/02

More information next month

The Victorian State Champs will be held over the Easter weekend.

Entry forms will be in next months ACLN

# For Sale

**Castrol 'M' in 20 litre containers.** \$120  
Seven Strand Stainless Steel Control Line. 40lb, .015"  
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## MODEL MAGS FOR SALE

The following mags were found to be duplicates  
when the Max Starich collection was donated by the  
MAAA to the State Library of Victoria. The proceeds of  
this sale will be used to buy mags to fill in the gaps still  
in the SLV collection. This collection is available, via the  
internet and inter library loans, to aeromodellers  
throughout Australia.

1. AIRBORNE: All issues from autumn 1975 (Vol. 2 no.  
2) to no. 125 (Nov.1994) except for the following  
issues: Vol. 2 nos. 3&4, Vol. 3 no. 3(no. 15),  
nos.27,28,32-39,42,50. All are VGC. Up to no.50:  
\$1.50 each, no. 51-125: \$1.00each or, the lot  
\$100.00
2. MODEL AIRPLANE NEWS: June '87 VGC, Dec. '82  
VGC, Aug.'39(NRC, GC)'87 & '82: \$1.00each,  
Aug.'39 \$15.00. **Sold**
3. MODELBUILDER: Aug'79 VGC (has first Hangar  
Rat plan) \$1.50
4. AEROMODELLER: June, April '82, Dec., Aug.'81,  
Sept.'67, Jan.'64 All VGC \$1.50 each.
5. AERO MODELLER ANNUALS: '58,'59 Complete but  
binding loose & spine split, no dust jackets. \$5.00  
each.
6. AMERICAN MODELLER / AMERICAN AIRCRAFT  
MODELLER: Jan.- Mar. '75, Feb.-April, Sept. Dec.  
'74, Aug. '73, Feb., May, July-Sept., Dec. '72,  
Oct. '71, July, Aug'66, Sept. Oct. '64 All GC.  
\$1.50 each, or \$25.00 the lot.
7. MODELAR; (Czech) nos. 1,2,3,5. All GC \$0.50each.
8. ZAIC YEARBOOKS '35-'36, '57-'58 All VGC  
\$5.00each.

9. MODELE MAG. (French) Sept. '78 GC \$0.50
  10. RADIO MODELLER (English) June '94 GC \$0.50
- Contact: Darien Cassidy Ph. / fax (03) 9899 0322**



Any parts including gaskets and screw sets or information  
leading to parts for O.S. twinstack 29 [1957-58]

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## WANTED

A Victorian Control Line Contest Modeller to be the  
representative on the MAAA Control Line Sub Committee, I  
will not be standing and have told the MAAA in my annual  
report. A new Sub Committee chairman will have to be  
elected by the MAAA Council at the conference to be held  
over the 23/24 February 2002.

Thanks for your support over the last number of years,  
Graeme Wilson.

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