

THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 55



Produced by the Victorian Control Line Advisory Committee

May 2002

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Copy Deadline for next issue is: Wednesday 22nd May 2002

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 pretyped, and please use a good black ribbon for best reproduction.

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

Contest results should be tab delimited, ie use a single tab between each column of results, if submitted by disk. This makes formatting much easier on the editor. Harry Bailey. 37 Thompson Street. Clayton VIC. 3168.

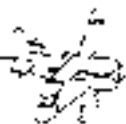
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COMING EVENTS



CONTROL LINE CONTEST CALENDAR 2001

MAY 5	Vintage "A" Team race, Aust "A" Team race.	SMAC
MAY 5	CLAG Country Flying Day at Toongabbie	
MAY 19	FAI & Combined Speed, Triathlon (Artmil Trophy), 1/2 A Team race.	CLAMF
MAY 26	FAI (Yeoman), Novice & Jnr Aerobatics, Simple Rat race.	KMAC
JUNE 9	Balloon Burst, Limbo.	SMAC
JUNE 16	FAI Team race, Goodyear, 1/2 A Combat, FAI & Modified Combat.	CLAMF
JUNE 23	Vintage Stunt, Combined Speed, Vintage "A" Team race.	KMAC
JULY 7	Simple Rat race (whipping permitted).	SMAC
JULY 14	FAI & Combined Speed, Jnr 2.5cc Combat, Mini Goodyear, Jnr 2.5cc Rat race.	CLAMF
JULY 21	FAI (Stuntmasters), Novice & Jnr Aerobatics, Class 2 Team race.	KMAC
AUG 4	Simple Combat.	SMAC
AUG 11	FAI Team race, 2.5cc Rat race, 1/2 A Combat.	CLAMF
AUG 17-18	Events to be advised	Bendigo
AUG 25	Classic Stunt, Vintage "A" Team race, Combined Speed.	KMAC
SEPT 1	Classic Stunt, Vintage Stunt, Aust "A" Team race, Classic "B" Team race, Simple Combat.	Warragul
SEPT 8	Vintage "A" Team race, Aust "A" Team race.	SMAC
SEPT 15	FAI & Combined Speed, Simple Rat race, 1/2 A Team race.	CLAMF
SEPT 22	FAI, Novice & Jnr Aerobatics, Classic Stunt, Bendix.	KMAC

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

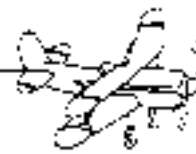
BRCAC Bendigo-Newbridge Rd . Marong

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



CLAS 2002 CONTEST CALENDAR

DATE	CLUB:	EVENT:
5th May	KMFC	Palmer / Aldrich Classic Stunt
18th & 19th May	To be confirmed	
		Veteran's Gathering in Muswellbrook
26th May	SAT	F2B Aerobatics
14th Jul	KMFC	"AGM, 2.5 Stunt, F2CN & Slow Combat"
20th Jul	REMAC	All American Senior (de Bolt) & Vintage Stunt
27th Jul	SSME	"Vintage 1/2A, Vintage B, Goodyear T/R & Combined Speed"
28th Jul	SSME	"Phantom, Vintage A, & Bendix TR"
11th Aug	KMFC	F2B Aerobatics
18th Aug	WMFC	Aussie Slow Combat 2.5cc
25th Aug	Doonside..	
	Venue KMFC	F2B Aerobatics
15th Sept	KMFC	"Classic Stunt, Vintage Stunt, Simple Rat, Slow Combat and Swap Meet"
29th Sept	SSME	Slow Combat (bonus points for WW2 style models).
Oct T.B.C.	CLAS N.S.W. State Control Line Championships	
12 th Oct	REMAC	Duke Fox Memorial Vintage Stunt
10th Nov	SAT	F2B Aerobatics
17th Nov	NACA	Classic Stunt
17th Nov	KMFC	"Vintage, Vintage 1/2A, Vintage A and Vintage B Team Race"
24th Nov	SSME	F2B Aerobatics
8th Dec	KMFC	"Xmas Fun Fly, Slow Combat, Phantom Racing & Xmas Decoration"

Rule Changes

The rule changes that were finalised recently are now available on the MAAA web site and will become current after the South Australian State Championships.

If there is enough demand, printed copies of the new control line rules can be made available. If you would be interested in a copy drop a line to ACLN and the editor will forward your request to the relevant organisers.

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

MAY Sunday 12th Scale Fly In
(Mother's Day)

JUNE 8th 9th 10th **QUEENSLAND
STATE CHAMPIONSHIPS**

At ALC FIELD
Chetwynde Street
Loganholme.

**Further details from
Secretary ALC**

JULY Sund 14th Clasii (simple) Rat
Class 2
Goodyear
Classic B

AUGUST Sun 11th Clasii (simple) Rat
Junior 2.5 Slow Combat

SEPTEMBER Sun 8th 2.5 Slow
FAI Combat
Clasii (simple) Rat
**INTERCLUB MOUSE
CHALLENGE**

OCTOBER Sun 13th Mini G/Year
NOVEMBER Sun 10th Open Combat
Scale Fun Fly
Ipswich Open Grass Speed
& Team Race
Championships Part 2
Combined Speed
Clasii (simple) Rat Open

Team Race \$15 per team

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

DECEMBER Sun 8th Junior 2.5 Rat Race
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. Clasii (simple) Rat rules available from Secty.

The views and opinions expressed in ACLN do not necessarily reflect those of the Editor or Committees of Clubs or of the members of the Club represented in ACLN but are those of the respective authors.

Any comments, queries or complaints with respect to any article in this publication should be addressed to the author of the article.

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News from 2VA
By Charlie Stone VH 4706

TARMAC Notes for March and April

It is time for another reminder, regarding the use of TARMAC's club flying field. Although I know this is probably a waste of time because the people to whom I am addressing this almost certainly will not read it. I am reasonably sure that they are not club or association members, just selfish, wandering ferals. Still, here I go.

TARMAC flying facilities have been arranged by TARMAC members, and while any visitor is welcome to fly with us at any time, the operative words here are 'fly with'. TARMAC club members fly at the Aviat Golf club field on Saturday afternoons and that is when the above invitation applies. If the gate is open at other times, this does not mean that non TARMAC members can just avail themselves of the facilities. Additionally there are some rules that apply to all users of this facility (including TARMAC members). The more important ones are: There must be NO flying of Radio Controlled or Free Flight models at this venue. Also there are to be NO Pulse jets of any persuasion flown or started at this site. Not even Control Line ones.

Aeromodellers, are very hard to categorise, but I think that they can be divided broadly into the groups of builders and fliers. Although all of us do both to some degree, it would have to be admitted that some prefer the building to the flying and others vice versa. Among the builders are scattered a few who from time to time come up with some quite interesting deviations from the normal theme. One such deviator (some say deviant) is none other than that hardened racer Norm Kirton. The innovation that I am about to reveal dates back to the days that are now considered the classic team racing days when Norm lived in far off Pommyland. As close study of the associated photo will show, this racer being started by Norm is very definitely out of the ordinary. This is a team racer with flaps. Not only does it have flaps, but there is no elevator at all on the anhedral tail plane. Flaps were the primary control.

Norm, who was at that time teamed up with John Horton devised this system to stop the nose pitching up when overtaking which they believed caused a loss in airspeed and possible fuel surging. Pilot Horton reported that it was a little tricky on take off, but was otherwise very stable and easy to fly. The system worked very well and the casual observer would not notice the difference from other racers.



Norm starting the flap controlled team racer

American modeler, Robert Compton, has passed on a hint to me for model plan reproduction. The method that he uses to reproduce those now unavailable plans that you sometimes see printed in ancient magazines. He takes a photograph of the plan on the magazine page with slide film. Then after he has the finished slide, he projects the image on to a large piece of paper taped to a convenient wall and traces out the plan. This has the additional benefit that you can scale it up or down easily to vary the wing area and model size for different sized engines.

Not satisfied with building a continuous stream of stunts of his own (Look nearby for a photo of his latest creation), our honorary member Dennis Percival sometimes repairs other folks damaged models. While doing that recently he found a reason for control failure that caused a crash. It is worth passing on in the hope that it might prevent someone else having a similar problem and his other comments about the repair make interesting reading also.

Dennis writes:

‘.....However, the main reason for telling you is to provide a warning to other modellers about the materials we use to construct our creations. The builder used 4 x 40 stainless steel threaded rod for the end connections of the pushrod between flaps and elevators and this had snapped. I believe this is to be expected because stainless steel has very poor fatigue characteristics and should not be used in such applications. A bit like brass I guess. I replaced the threaded bits with a high tensile steel equivalent with which I’ve never had a failure [so far].

That all sounded very simple, just replacing the threaded rod bits. But, to get the pushrod out, do the mods, and get it back in was a bit like brain surgery. To assist I cut holes in the fuselage adjacent to the flap horn to give some access to the CA glued threads and soldered in bushes and connecting pins at that end of the pushrod, and then to unscrew the said bonded threads and remove the pins without losing them into the internals of the wing. It all worked without composing new words, although I did need to discuss cooperation attitude with it a couple of times. The trick with the access holes was to make them in the base colour of the model only. The model has about 7 trim colours and lots of very decorative stuff all over it. There are three colours running down the sides adjacent to the flap horn region leading to some strange shaped holes that avoided these colours.

The good news is, it is all back together. The holes are filled in and smoothed with epoxy and micro balloons and the repaired area is only in the base colour of the model. I have just discovered that I can’t get any more of the specially mixed base colour. I’m now looking for some strange shaped decals.’ Dennis.

For some time now, I have had a secret urge to own a Frog 249 BB diesel. It is one of those things that I think about idly when browsing through the adverts in ancient Aeromodeller magazines. I have considered advertising for one, but have so far resisted, as heaven knows I don’t need any more engines (I just want them). What if, in response to an advert, I triggered off a sudden flood of Frog diesels? I can picture it now. The postie cursing me as he toils slowly up the hill with another bulging mail sack. I go to the letter box and find it filled with more packages containing Frog 249BBs. ‘Curse’ I say, ‘The letter box is full again. Its time for ‘FROG OFF’ the new wonder Frog repellent’ (available from a store near you). Sad isn’t it? I think that it must be time for the doctor to give me another one of those little green (Frog coloured) pills.

As some of you will know, I have certain connections with the world of military aviation. Due to secrecy requirements, most of the goings on there are concealed from possible enemies such as the Australian taxpayers, but occasionally some snippets of news slip through to an alert newshound such as myself. So when a highly sensitive photo of Australian Army Aviation training in progress fell into my hands, I felt it to be my duty to reveal it to TARMAC notes readers.



Graduates of an Army pilots course wait patiently for their turn in the simulator

Despite the fact that Pulse Jets are forbidden at the TARMAC flying field, they are welcome at many other venues (especially flying displays), and are a source of great interest to quite a lot of people. Proof of that is the recent formation of the Pulse Jet Special Interest Group that has been widely advertised of late. Having been witness to quite a few of these things being started over the years, I have noticed that the ease of firing up seems to vary from totally impossible to ridiculously simple (the latter in the hands of Fry/Taylor). However carefully set up equipment and experienced operators always make things look easy. I would say though that the average seems to tend toward being more difficult and I imagine that it has always been that way. It was with some interest that I found an article in the July 1954 Aeromodeller referring to the foolproof starting methods used by Czech modelers. They didn't use the usual spark ignition method, but used a large blow torch to warm the end of the tailpipe and with the flame left roaring across the open exhaust just a quick blast of compressed air or a couple of squirts with a tyre pump was all it took to bring the jet to life. It sounds like fun and you also get to play with a blow torch. That is all that I have for this month except for -----

Did you know that in the ongoing battle between objects made of aluminum going at hundreds of miles per hour, and the ground going zero miles per hour, the ground has yet to lose.

Charlie Stone

VH4706

Emailcestone@bigpond.com



This is a photo of a new semi-scale stunter produced from the workshops of that tireless builder (and honorary TARMAC member) Dennis Percival in Sydney. This one is powered by an ST .60 and alongside you can see a photo of the original, a racer built by another Percival (Edgar) who although he built his aircraft in England, also originated from Sydney. Dennis assures me that he is not related to Edgar.

Queensland News

From John Taylor

Well the first bit of news is that as yet Qld still does not have a C/L Administrator, as no one has put up his hand so far. How we are going to get organised without one I do not know!!!! There must be a volunteer out there somewhere. Please contact MAAQ Secy.

Last month I said that things were quiet in C/L circles up here. In case I was misunderstood I meant mainly from a competition point of view and that is still the case if entries (or lack of them at Ipswich Open Grass Speed and T/R Championships last week end are any indication)

It was a great day with a light breeze to greet the contestants who turned up from ALC and T/Bird clubs.

As a mark of respect for the late Chris. Greenwood a minute's silence was observed before the start of competition.

Competition got under way just 5 minutes late at 9.35am.

The field was in immaculate condition as usual, although we blotted our record by not having the field completely marked out as usual due to a failure of our marker gear the previous day, we were then forced to resort to spray cans early on comp day

Once again there were **no entries** for speed from visiting club's so we didn't erect the pole. Perhaps in November when we run the second part of these Championships we may get some starters. Robin Hiern keeps telling us if we put the event on people will turn up, **(this is now the 4th time and still no entrants from other clubs)** as there is a lot of speed equipment in Qld. Come on guys let us see it in November.!!!

2nd event on the program was **Class A** soon again to be officially called **Vintage A** when the new rules come into effect on 22nd April (many people believe name should never have been changed but we do live in a democracy and that was what the majority voted for last time round) so after line lengths and pull tests were carried out the first heat got under way. Heats were run two up at the request of inexperienced pilots. (At least some teams had pilots, I had none so could not compete at all on the day) Anyone looking for Vintage A Fury with CS Oliver motor please contact me!!!!

1st heat Ian Garton/Les Winterton V Rod Smith/Ray Bucholz (Rod far better known for his prowess in Combat now making a start in Team racing, we hope to see him in a few more T/R classes soon) resulted in a win for Garton/Winterton 4.15.62. Broken needle during race so could not adjust.

2nd heat. Mark McDermott/Paul Dillon V Garton/Winterton resulted in a win for Mark/Paul in a time of 3.54.09. Ian /Les were forced to retire at 75 laps (needle failure)

3rd heat McDermott/Dillon V Smith/Bucholz was won by McDermott/Dillon time 4.16.06

The final was a two horse race as Garton/Winterton withdrew. (Needle broken)

McDermott/ Dillon was a runaway winner at 6.53.52. **Bye Class A return Vintage A**

As there were not the required **three entrants** for either **Vintage B** or **Bendix** it was decided to declare these non events (for Championship points) but run two up just for practice. (It is to be hoped that the **statutory 5 entrants** can be found for the upcoming **Queensland C/L State Championships** though in my humble opinion this is very doubtful)

Another milestone in the history of Team racing has come and gone with the running of the last Vintage B race conducted under the old rules and line lengths at Clasii. field Ipswich.

This two up race between Winterton/ Heath versus McDermott/Dillon resulted in a win for the Enya 29 powered model of McDermott/ Dillon in time of 3.43 after the Winterton model retired on 42 laps and was not able to front up for a final. (Competitors intending to compete at Queensland State Championships should check with organisers re rules as I noted that Qld rules were quoted on official entry forms)

A two up final between the 29 Nelson of the Garton / Winterton team and the 36 Nelson of McDermott/ Dillon in the Bendix (non-) event resulted in a DNF at 39 laps for Garton /Winterton and a time of 8.42.89 for the big Nelson running at 15.9. Mark, you have to find at least another 8mph to get to Bob Fry's present times though I'm sure Bob will keep on trying for more speed before the next National's.

Competitors enjoyed some BBQ'd snags and cold drinks at the field before calling it a day. Many thanks to all whom attended and assisted on what was a memorable day in more ways than one.

Round Two of these Championships will be held on Sunday 10th November which will include Speed again and a Clasii (simple) Rat event (Rules available on request from Secy.) for the Norvell 15 Motor and a Junior Rat race to be run under new MAAA rules. Hope to see you all then.

In the meantime **don't forget Queensland C/L State Championships at ALC field Loganholme over the long weekend in June ENTRIES CLOSE 10th MAY** with the Registrar c/o 2-24 Appaloosa Court Munruben Qld.4125 Phone (07) 32001308.

On a closing note there still seems to be a possibility that the 56th Nationals will be run by Victoria in 2003 at Albury/ Wadonga and hopefully we should know soon officially. However it wouldn't hurt to drop a line to Brian Burke in answer to ALC proposal to run a National Control Line Championships in QLD. If Victoria do not go ahead with 56th Nationals.



Castrol M. 20 litre containers. **New price \$100**
Seven Strand Stainless Steel Control Line. 40lb, .015"
Shogun Brand. 10 cents per foot plus \$5 for spool and postage.

HP 40 Gold Cup W/Muffler and R/C carby \$60

Enya 25X W/Muffler and R/C carby \$60

Apart from slightly lumpy shaft bearings through not being run for quite a while, these motors are in good physical shape and don't appear to have done a great deal of work
Peter White Tel (03) 5623 5120

VINTAGE A T/R at the VIC. STATE CHAMPS

'SUPER SUNDAY' at the Victorian State Championships is a day of highlights. Speed, combat, aerobatics and racing keep at least 3 circles busy for most of the day. March 31st was a superb autumn day with sunny skies and light winds. Perfect flying weather. The modellers were lucky. It was good to see the stunt guys flying all day as they've probably been blown away in every second competition for the past year!

Vintage A was first away. Just seven teams lined up. Some regulars at the Nats, including Harry Bailey and Paul Stein, couldn't make it to the line pit. They didn't fly either. Interstaters including Rob Fitzgerald, Gavin Knight, Ray Harvey, Brian Hoggan and Grant Potter came along to do battle with the locals. Always good to see these guys.

Brian Hoggan was out to defend his big win of last year. His Voodoo 5 was going very fast with a CS motor that he had constructed out of bits and pieces. A sterling effort. Its performance indicated it was put together very well indeed! After a slow first round, Potter/Hoggan returned a 3.33.56 that was good enough to allow them second choice of a segment for the final.

Murray Wilson teamed up with Rob Fitzgerald. They were flying the venerable van Meurs Alien. Pete normally flies with Murray, but a sore hip meant that the S.A. ace stepped into his pitting role. This good ol' model was going particularly well and returned a best time of 3.48.10. Young Murray's flying is getting better every time he takes the handle. He can now mix it with the men on just about equal terms. The question can now be asked...when is his sister Rebecca going to step into the flying circle? This is not without precedent as the Dutch brother and sister combat flyers, Monika and Loet Wakkerman, are among the best in the world. Come on Mum & Dad, it's up to you to encourage Becky!

The Cosmic Rays have not threatened to grab a Vintage A comp. by the scruff of the neck for quite a while. And unfortunately this day proved to be no exception. Both heat times were a minute away from being competitive. Jim and Colin's pitting and flying are spot on, so it just boils down to finding a bit more speed and a few more laps. Strange, as they always practice really well. Both know this and I'm sure you'll see an improved Pluto or Fury at the S.A. State Champs.

Gavin Knight and Ray Harvey returned a best time of 3.48.47 with the 'Timmy Tiger' and Voodoo combination. Once again, there is loads of potential locked up in this setup. It's really hard to get it all together, even with the vast experience of a Ray Harvey on the needle and compression. I guess that's why most of us keep turning up at comps...hoping like hell that the small changes we made since last time will have a positive effect. At least that's what Keith and I try to do.

Keith Baddock and John Hallowell had a California tuned CS Ollie in Keith's semi elliptical Voodoo 1. Their first round time of 3.35.21 was good enough to sneak into the final. We reckoned that on this day, three others would not beat this time, so we

played around with a reserve set up in the second round.

The Dream Team of Ken and John Hunting will *never say die* when it comes to competing in Vintage A. Two remarkably close heat times of 3.43.84 and 3.43.72 shows just how consistent these guys are. Speaking of consistent guys, Harry Bailey and Peter Roberts were notably conspicuous by their absence from the race circle. Where were they?

Graeme Wilson and Mark Ellins need no introduction. But they did need an 'on the pace' motor. And John and Keith were good (silly?) enough to lend them a spare hybrid motor...one that had recorded a 3.26 heat at the Vic. States last year in the hands of Langworth / Fitzgerald. The motor has a Gillott top end and MRS bottom end. Laps were no problem as Mark counted up to 58 on one tank of his newly constructed Voodoo 5. This motor confirmed that there was no problem with the new model, as they had previously suspected it was not that quick. Their heat times of 3.31.28 and 3.31.13 were super consistent. They had FTD and first segment choice for the final. Not that it mattered, as there was no more than a breath of wind to worry about.

The *Wardance* was about to begin. Two Victorian teams with an ACT/NSW combo. sandwiched in the middle. No quarter was asked or given. With the heat times, only about 4 seconds separated the three finalists. It had the makings of a tough and close race. At the starters shout, all teams were quickly away. There was not much in it with all three Voodoo's being roughly equal in airspeed. Hallowell / Baddock stopped a lap or two short on their second tank and that put paid to their chances as they now had to do an extra pitstop. Wilson / Ellins continued to do what they do best...fly and pit to perfection, and get the most out of their gear. Potter / Hoggan gave it their best shot but could not match the slick team work of Graeme and Mark who got home first in the smart time of 7.12.78. Grant and Brian were about 10 seconds behind in second place on 7.22.75. Keith and John pulled up 3rd in 7.33.50. Congratulations to Graeme Wilson and Mark Ellins on a professional display.

Results of Vintage A at the Easter 2002 State Champs;

1. Wilson / Ellins	3.31.28	3.31.13	7.12.78
2. Potter / Hoggan	3.33.56	3.55.19	7.22.75
3. Hallowell / Baddock	3.35.21	4.45.25	7.33.50
4. Hunting / Hunting	3.43.84	3.43.72	
5. Wilson / Fitzgerald	3.48.10	3.51.93	
6. Knight / Harvey	3.48.47	4.15.62	
7. Ray / Ray	4.42.97	4.31.62	

CLASSIC B T/R at the VIC. STATE CHAMPS

Classic B Team race had a really good rollup. In fact, out of all control line events, only FAI aerobatics had more entries. A perfect day on a perfect flying field. After last years amazingly close finish, much was expected.

As soon as the Vintage A circle was clear, practice began in earnest. A chorus of OS 25's and a lone Enya 29 filled

the air. The Rays were reigning champs and were first to try the sky. The Firebrand was just a little slower than last year and other teams, particularly Bailey / Roberts, have found lots more speed and laps. Colin and Jim were like men with a wheelbarrow...they had the job in front of them.

What's a contest without Wilson / Ellins? Probably not much of a one. If it's a control line event, they'll be in it...and most likely they'll do well. Their best time of 3.25 for the 70 lap dash gave them 3rd place in the 140 lap final. When their bright red 'Double Dice' is treated to an ABC piston and liner, we'll all be looking over our shoulders.

Harry Bailey and Peter Roberts had the Vee tailed 'Backtrack' really circulating. This great looking model was passing just about everything! To me, it was reminiscent of Brian Eather's chocolate coloured butterfly tailed FAI racer that was passing everything on its way to winning the Echuca nationals in 61-62. That's just over 40 years ago, but my memory of it is so strong that it seems more like a few weeks ago... A best time of 3.26.91 saw them qualify for the final.

Dave Shackelford made a welcome appearance in the Classic 'B' circle. He had some experienced help on the handle too...none other than fellow South Aussie Rob Fitzgerald. Dave and Rob were flying the old 'Razzamachas' with a new OS 25 FP up front. The MRS tuned motor was still a bit new to rev out fully, so expect the low 3.40's times to come down at the S.A. State Champs at the end of April. Fiddling with venturis and fuels will probably help too.

John Hallowell and Keith Baddock had their gun machine, the 'Flying Purple People Eater' on the field. The nats winner showed similar form to Albury, reeling off a 3.17.88 FTD in the first round. To be honest, we don't really know why this particular model is so quick and has heaps of laps. Having build more than a dozen 'B' racers to similar specs with the same MRS tuned OS 25 FP's and flown them with Keith, all we can say is that different models work differently and some very similar setups perform better than others! Remember the story in last month's ACLN about Dennis Ward building 26 tanks of which 4 worked properly? No doubt about it... it's the 'numbers game' that helps in the end.

As Nationals finalists, the Hunting brothers were expected to make a bold showing. However, despite having good airspeed, a tank problem sidelined them on 'Super Sunday', just like Wilson / Ellins at Albury. Laps were a problem, and a normally one stop 70 lapper became a two stopper. Knock 20 seconds for a stop off their best time of 3.43 and they would have made the last three. Again, South Australia should be a different story for Ken and John. Particularly if the new "Dream Team" modified Thunder Tiger.25 appears! Make no mistake, there are people who claim these motors will go harder than an OS. I say bring them down to the flying field. The Dreamers have already won a State Champs 'B' final in the 90's down at Knox. It would be foolish to suggest they couldn't do it again.

After last years triumph, although crossing the line first by a by a mere 3/10th of a second, the Cosmic Rays went from riches to rags, posting their two slowest heat times for a long while. This with a model and motor that, a year or so ago, recorded a 3.10 for the first 70 laps of a final! It

seems that the LA 25 is no longer on steroids. With a best time of 3.38.25, cheerleader, President of the Cosmic's fan club, battery lady and Jim's wife Glenis would have been very disappointed and may have been well justified to go on strike. No tea tonight for the boys. I'm sure their supporters need not worry too much. Jim and Colin are made of stern stuff. They WILL bounce back with a vengeance... It's only a question of when.

Was great to see Ray Harvey and Gavin Knight having a dip at the Vics on their home turf. Their 'Firebrand' was showing a lot more potential since an ABC piston and liner had been fitted to the FP 25. However, two consistent times in the 3.40's were not quite competitive enough to make the final. The other interstaters, Brian Hoggan and Grant Potter also seemed to enjoy the fly, but the Enya 29 wasn't working hard enough to keep up with the free revving 25's.

Word is that a 'Thunder Tiger' is a possibility for next year.

Time for the final. A winner takes all battle against the clock and the other teams. Contest Director Alan Lumsden gave the final countdown out loud and all pitmen had their models quickly away. Harry's FP was a bit off tune in the early laps. Ace pitman Peter Roberts could only stand and watch. However, the MRS tuned FP 25 began to pick up as the race unfolded. Graeme's flying and Mark's pitting were smooth as silk. They needed to be as the 'Double Dice' lacked the outright grunt of the other two. They had to make up time somehow. Unlike other events they contest, these team race icons don't have it all their own way in the Classic B circle.

Keith Baddock had flown back into town from Seattle only a day or two ago. The long flight had given him much time for visualisation and mental practice. Something that is an essential part of elite sportsmen's preparation in the 21st Century. It works a treat for T/R as well.. Both pit stops featured spot-on catching and *one flick* restarts. Keith's wife Robin was a dynamo on the battery. The team was functioning like Swiss clockwork. Only a flying mishap could have prevented a win and John was trying hard to make sure that didn't happen. Despite Harry's 'Backtrack' picking up speed at the end, the F.P.P.E. romped home to win by almost 50 seconds in the smart time of 6.19.06. In third spot were Wilson / Ellins on 7.26.09.

Another successful State Championships for these popular team race formulas. An interesting statistic is that every team in Vintage A and Classic B recorded a reasonable time in every heat. That's got to be a sign of a good racing day.

Results of Classic B at the Vic. State Champs, 2002.

1.	Hallowell / Baddock	3.17.88	3.35.46	6.19.06
2.	Bailey / Roberts	5.21.37	3.26.91	7.08.75
3.	Wilson / Ellins	3.25.40	3.36.60	7.26.09
4.	Ray / Ray	4.19.60	3.38.25	
5.	Knight / Harvey	3.40.45	3.42.97	
6.	Shakelford / Fitz.	3. 42.32	3.45.25	
7.	Hunting / Hunting	3.43.16	3.47.44	
8.	Potter / Hoggan	3.56.47	4.34.43	

John Hallowell,
VH 1984.

*Classic B finalist
at the Vic State
Champs.*

*Teams left to
right:-*

*Bailey/Roberts.
(B-Backtrack.)*

*H a l l o w e l l /
Baddock.*

*(Flying Purple
People Eater.)*

*Wilson/Ellins
(Double Dice.)*



Stunter's Nostalgia.

Three of Victoria's most decorated aerobatics flyers take the time to think back to 1960 and reflect on the achievements of the most famous of Class B team racers, Les Squire's Grassfire V . A new version that brings this design more than 40 years into the future is soon to be constructed. It will be for Classic B. Hopefully a plan will follow.

John Hallowell.

GETTING VARIETY INTO VINTAGE RACING

OR: DO YOU EVER LONG FOR NOSTALGIA

I have a couple of very early design B class team racers—a Mercury Mk 1 from 1951, and The Key, one of the first-ever team racers, from Keith Storey around 1948 or 49. The Key is just for show and tell, but I compete with the Mercury with reasonable success. The comments are always the same: “That’s what a vintage racer should look like.”

Before B class becomes an endless procession of Double Dices, just like A class has become a procession of Voo Doos, let’s offer some incentive to produce an interesting variety of planes. After all, all Goodyears look alike, all F2Cs look alike, but the vintage classes can allow us to show some originality. A stunt flying colleague set me thinking when he asked if points were awarded for the age of a racing model as they are for a vintage stunter.

Why not???

How about we allow one second off the heat time and two seconds off the finals time for every year that a model’s published design pre-dates the cut-off year of 1957.

So for example a Veron Minibuster, a cute little A classer with upright motor and open cockpit, from 1951, would have six seconds deducted from its actual heat time. Now such a model would in all likelihood be a fair bit slower than a sleek little Voo Doo, and a few seconds bonus may not make up the difference, but most of us are never going to catch Stan and Andy and Steve anyway, so let’s resign ourselves to that fact and put some lovely old nostalgia back into vintage.

This is what the class used to be about and we all loved it. Now we’re taking it all so seriously—witness the falling out of friends over the Timmy Tiger engine, and rotational speeds that preclude some of us from being safe pilots of our own planes when the traffic gets heavy.

Imagine a meet where we all laughed and admired each others handiwork as we admired Jabberwockys, Black Chiffons, and even a Keil Kraft Scout.

O.K. I’ll put my money up. At the KMFC vintage race day in November there will be a trophy for a separate A class race with times calculated as above and with further suggestions listed below. The competition is not open to Voo Doos (that’s the other race remember), and to recreate realistic vintage times I propose the use of 8" diameter props.

Phone me on 02 9997 3434 within one month of right now if you would like to compete. There will be no entry fee, and if we get three

starters it’s on, and rules will be published in ACLN soon thereafter.

As a discussion point let me suggest some more time adjustments - some to compensate for performance loss, others to encourage something out of the ordinary.

- 3 sec for upright motor
- 1 sec for 12" dihedral (or more) in each wing
- 1 sec for open cockpit
- 3 sec for motor other than Olly or clone thereof
- 1 sec for built up wing with ribs evident through covering
- 1 sec for wheel covers -10 sec for biplane

Just getting back to the late Keith Storey and The Key—I’ve been told of another of his designs from that period called The Quest. Can anyone supply plans or dimensioned drawings please? Phone me as above and I will arrange to have a large sum of money (large for me that is) transferred to your account.

John Nolan

Kuring-gai Model Flying Club

CLAS PERPETUAL RACING TROPHY
PROGRESS POINT SCORE AFTER TWO COMPETITIONS

	Hunter	SSME	
	Valley	24th	
	Champs	March	Total
John Nolan	7	13	20
Andrew Heath	11	6	17
Steve Rothwell	4	12	16
Tony Bonello	6	8	14
Grant Potter	12	-	12
Ray Harvey	3	7	10
Brian Hoggan	7	2	9
Richard Justic	3	6	9
Gavin Knight	2	7	9
David Hines	4	4	8
Lachlan Fairall	4	3	7
plus 11 others so far			



Johns Vintage A models

**EXPRESSION OF INTEREST
IN COMPETING IN A
POSSIBLE 2002/ 2003 NATIONAL CONTROL LINE CHAMPIONSHIPS**

1. Is there any chance that you might attend (if "no" do not continue unless you would like to offer any suggestions)

Yes No

2. Is a five-day competition acceptable?

Comment:

.....

.....

Yes No

3. Is Christmas/ New Year preferred to New Year plus?

Christmas to New Year New Year

onwards

4. Caravan Park or Motel?

Would you like accommodation in a
C/van park Motel

5. If permitted by Council would you prefer to camp on site?

Yes No
Would you prefer a formal Nationals dinner
Dinner BBQ

6. or a Barbeque?

7. tick appropriate column)
F2C

Probability of Entry into events below (please
Possibly Probably Definitely

Junior Rat Race
Goodyear Team Race
Class II Team Race
Bendix Team Race
2.5cc Rat Race
Class A Team Race
Mini Goodyear Team Race
Mouse Race
CLASI Inc Race
Combined Speed
F2A Speed
F2B Aerobatics
F2B Aerobatics Jnr
F2D Combat
Junior Combat
Open Combat
"35" Slow Combat
Classic Stunt
2.5cc Slow Combat

8. Are you interested in an event not listed? Would you like it included

.....

.....

9. Any other remarks, suggestions, etc.

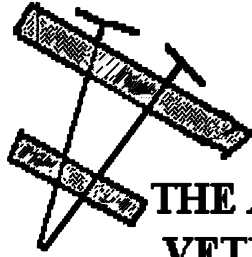
.....

.....

Your Name (please print):

Address:

Telephone Number:



Hon. Secretary
HELEN MILWAIN
24 Kamilaroi Street
MUSWELLBROOK
NSW. 2333

THE AEROMODELLING VETERANS' GATHERING

BULLETIN 2002

Hi Folks,

Well I seem to be getting later each year & would have more time once the children all start confused as to when the Gathering is on, the date May. Please confirm your bookings with the vari

The dinner is on at Hillside Restaurant with the c on the night at the door. Sorry at the increase on through the roof. The starting time is 6.30 pm for dinner antics will prove to you that "Pigs can Fly" will be a mystery, Ha! Ha!

Camping is available at the field and Muswellbro canteen all weekend. The Sunday morning break 8 am. albeit with a changed structure for your en



VIC STATE TITLES - STUNT

by Derek Pickard

Again, the Victorian weather did a reversal on its usual form at KMAC for stunt. Instead of being windy and raining on the Sunday, the weather gods repeated last year's performance with a superb day with only a shifting breeze to worry about.

The entry level was as good as ever and the watching crowd made it all very enjoyable. (Terry Matthews did the numbers crunching all day.)

It's worth noting from our experience on the day that our system couldn't have handled many more entries. We started at 9.30 with an F2B warm-up flight for the judges, worked through those fliers with 3 rounds as the Vintage planes were judged for static. When F2B finished, the Vintage planes took to the pattern. It was well gone 6.30 when the vintage planes concluded their competition of 2 rounds and nearly 7pm when the winners photos were taken -with the ground nearly in complete darkness.

We had two interstate visitors from SA and two Novices to make up the mix. What made that situation even better was that all four were exceptionally enthusiastic flying in both F2B and Vintage.

The only down side was the few ground thumps that we witnessed (and resulting model damage).

The big surprise of the day came from Geoff Ingram who is flying his Freebird PAW40 better and better. He was always in the top three and has totally mastered the way a big diesel must be set.

On top of the stack, Peter White was as polished as ever and did a great job in being the convincing winner. Behind him, both Doug Grinham and Doug Harlow had to make up for a bad early round to finish well.

Mark Ellins did his usual flash routine: run over from team race in between heats, throw off the helmet, quickly wind out the lines, go through the F2B schedule, wind in the lines, clean down the model and run back to the other circle for the next heat. If he ever gets serious about F2B.....

Vintage stunt was another fight between Peter White and Doug Grinham with the latter managing the slight edge in the way his well powered plane flew. Shaun Power was delighted with third place. Ken Taylor's fourth might have been a third had he more carefully counted the difference between 2 and 3 times the various manoeuvres.

But F2B hero, Geoff Ingram, had a reversal of fortune

when his plane hit the ground very hard coming down from the vertical. He kept hesitating which way to turn as he pondered the difference between a vintage and an F2B wingover. The difference is a wrecked model.

RESULTS F2B Judges: Bill Cecil, Steve Mitchel, Vic Mitchel.

Peter White	(Zodiac Moki 51)	6350
Doug Grinham	(Bear/Aldrich 60)	6204
Geoff Ingram	(Freebird/PAW 40)	6072
PJ Rowland	(Vector/Moki 51)	6035
Doug Harlow	(Eclipse/Moki 51)	5864
Mark Ellins	(Manito/Tigre 46)	5419
Richard Spurling	(Tantrum/ST51)	5017
Derek Pickard	(Impact/Saito 56)	4989
Shaun Power	(Nobler/Fox 35)	4268
Mike Hawkey	(Thunderbird 2/OS 35)	3881
Ken Taylor	(All Australian/Enya 45)	2568

NOVICE

Ken Maier	(Nobler/OS35)	2173
Mark Usher	(Novi/OS35)	1669

VINTAGE Judge: Peter Roberts, Derek Pickard

Doug Grinham	(All Australian/Sabre 49)	327
Peter White	(All American/Fox 29)	311
Shaun Power	(Super Skylark/Frog 500)	262
Ken Taylor	(Triumphant/OS35)	232
Richard Spurling	(Thunderbird/OS35)	190
Ken Maier	(Wildcat/Enya 35)	176
Mark Usher	(Stuntmaster/McCoy 35)	161
Geoff Ingram	(Demon/Frog 500)	124



Winner in newcomer enthusiasm - Ken Maier with his Nobler.



Vic State Champs Speed

From Callum Agnew

The First Round of F2A started off with Noel Wake breaking a prop on take off, then Robin Hiern put in flight of around 280Km/h with his Irvine powered model. The rest of the attempts in Round 1 didn't result in any times being recorded. Four out of the five competitors were up for a re-flight. Noel was the only one who managed to record a time, Richard Justic's model was still too rich, Callum Agnew's engine didn't have enough power to pull the pitch it was being asked to spin and wouldn't come onto the pipe. Then when he cut the engine it (for some reason) developed a strong affinity for the ground and hit rather hard, breaking the boom in the process and ruining the wing, I'll blame the wind as no other cause could be found. Next up was Hugh Simons who's model also made hard contact with the concrete, with similar results. This happened when Hugh snagged a line getting into the pylon, a real pity as this model/engine was starting to show some promise.

Most contestants didn't manage to get a time in Round 2, with the majority of the competitors having problems. Robin decided to save the Irvine and use his Profi model instead and recorded a low 13 sec time, Hugh bought out his back up Irvine model but couldn't get a setting.

By the time round 3 started there were only two competitors who had recorded a time and it looked like anyone who managed to get a time in would be in the placings, unfortunately for Richard Justic his time was not enough to beat Hugh who managed to get the Irvine working sufficiently well to grab 3rd place.

The most notable flight of the competition was Robin's record equalling third round flight of 12.7secs(283.5Km/h) this is only the second time that the engine/model has managed to break 13secs, interestingly the engine was revving harder even though the prop had more load.

Combined speed was well supported with 16 entries, made up of seven Class 1 competitors, three entered in Class 2, three Proto's and two Class 4 flyers. The healthy entry in Class 1 and the fact that this class made up the top 5 places shows that, despite some opinions to the contrary, we do have a viable and successful beginners speed class, the new rule changes will make it even more accessible to those wishing to give speed a try.

Robin Hierns 2cc Arrow hit the ground and did a shaft run, not too much damage, but enough for Robin to retire it for the day and bring out his home made engine to record a speed of 243.5Km/h, not bad for a two bladed prop. Noel's 15.25sec time in round 1 was his best and good enough to claim 2nd place. Hugh Simons was experimenting with props and managed a respectable time but was beaten

into 3rd place by Callum Agnew. Peter Roberts managed a 15.96sec time on Robin's CS powered model, this is only the 2nd time this model has been under 16secs, Robin claims it still hasn't blown a plug yet.

Proto was another well supported class with Peter Van Meurs Webra 20 posting a very good time of 30.6 which is not far behind the time put up by Harry Bailey's current Class II T/R record holding model. Not bad for an engine not viewed as competitive by many. Robin's Proto model had the needle one turn out from its correct position and it wouldn't stay on the pipe on ground. When the needle was returned to its correct position it did a 24.20 (99.79%), however Robin later withdrew this entry to give others a chance at the trophies.

Day two of Combined speed saw the usual discussion about the state of the take off surface and several take off positions were tried in order to avoid the worst of the bumps. After several attempts and a worse case of "dolly rash" Robin decided to retire his G21/29 powered model and brought out his repaired Arrow powered by the semi retired OS CZ11 to do a time of 14.78sec, under the old record and on an upright model too boot. Which goes to prove that you don't need an asymmetric model to be competitive (or a single bladed prop for that matter as Robin's other 2cc model used a 2 bladed prop.)

Midge speed was flown on Easter Monday at Frankston.



Control Line Aeromodellers of Gippsland. Report on Moe Flying Day- April 7th from Peter White.

Sixteen Flyers turned up to take part in the day's activities on a well mown oval, typical for Moe, in pleasant weather with a gentle easterly that became a little more persistent as the day progressed.

Again these were no serious mishaps to mar anyone's day, the only low point being the disappearance of Peter Roberts' Charybdis, a Cox 049 powered construction resembling the remains of the Venetian blind that was struck by the runaway sand truck as it took out the front room of the house. Despite its appearance, it flies remarkably well, remarkably well enough to climb to a good height and drift off over a residential area and out of sight.

Three newcomers, Leon and James Simpson and Tony Slocombe, joined us. Leon found us on our website at clagonline.org.au and came along with a small .09 powered trainer with which he and son James made a few flights.

Tony Slocombe, whose son Brad flew with us at Warragul, showed up with an OS15 powered Vulcan and a Valiant with an OS S35 up front. Tony has not flown for many years and was keen to get a feel for current happenings.

It is good to see our intrepid editor, Harry Bailey, along with his wife, Brenda, make the trip out to the sticks

to fly with us. Harry flew a Terminator/CS15, a Brian Burke profile design with an elderly but healthy Veco 19 and a P40 semi scale job hauled around by a Fox 35.

John Goodge spent some time in the air with his o/d Brown Pants and his Stalker 51 powered modified Mackey Lark. The Lark seems to fly very well with it's sweet running Stalker dragging it along.

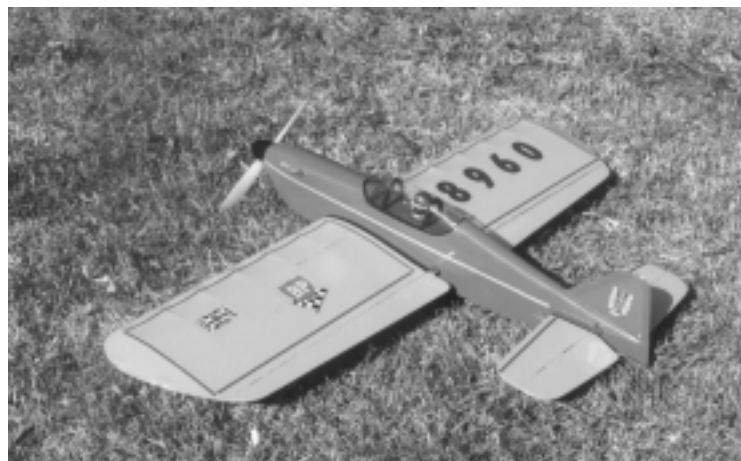
Son Rian had a good day with his 0S15 powered Akro-Cat and Peacemaker influenced model with a Super Tigre 15 in the nose. Rian's flying continues to improve at every meeting we have.

Andrew Beevor says he who is responsible for the unco-operative Fox 40 was Frank McPherson. Setting the plug lower in the head as mentioned in the last C.L.A.G report failed to cure the cutting-out-in-full-flight problem. Frank's next move is to re-plumb the tank and also make another one in the hope that the problem lies herein. On the day, four or five different plugs and two different fuels were tried, to no avail. It seems that there are not too many options left if the tank doesn't improve to run. Ted Hall had a number of flights and one close shave with his Enya 35 powered All Australian when the motor cut during a manouvre. With a couple of quickish steps and a little luck, Ted was able to save the model for another day's fling.

Peter Roberts, as mentioned earlier, flew the Charybiys, a DC Merlin powered Tom Boy, a Merlin powered Magic Carpet (all free flighters) as well as venturing into the C/L circle with his Taipan 2.5 powered Frisky and a Liquidator/Fox15. and an ETA .29 powered Class B team racer

One has to wonder what thoughts occurred to the Moe residents who found the Charybdis resting on his lawn or hanging out of the lemon tree.

Robbie Hiern spent a little time trimming out and flying his Frog Diana free flighter before turning to his Elfin 149 powered Marvin and his Vulcan delta speed with it's 049. Robbie had the Delta living up to it's full potential on this occasion.



Above:- Robins Mercury Marvin

The old Top Flite Nobler/Fox 35 combination belonging to Graham Vibert was given a couple of airings before Graham brought out his new Graham keen built Two Up hauled around by an 0S15 FP which runs very smoothly. Graham was very happy with the feel and performance of this neatly built basic model.

Geoff Ingram put in two or three flights with his Midge speed model but the PAW 1.5 decided to take Sunday off and couldn't be encouraged to perform well even with a prop change. Geoff's old standby Wombat biplane came out next to give a demo of prop hanging, tail

dragging antics which are always a favourite with the spectators,

I had two or three flights with my AM25 powered Whirlwind and one with the Kan Doo/ED Racer which almost came to grief in an outside loop-Kan Doo's are not great windy weather models either.

Our next meeting is at Toongabbie in the May the 5th followed by Maffra on June the 2nd.

Toongabbie can be reached by proceeding to the eastern outskirts of Taralgon, turning left in the direction of Glengarry and travelling for 18-20km's, bypassing Glengarry township along the way.

We look forward to seeing a good roll up at the Toongabbie sports ground. BBQ facilities will be supplied as usual.

I've had three enquiries on the Castrol M at \$100 for 20L. Need another five or six to make it a viable proposition, provided that the drum price stays at the quoted price.

The next time you're watching T.V spare a thought for the genius of Thomas Edison - if it wasn't for him you'd probably be watching it by candlelight.

Safe flying.

CONTEST RESULTS

Victorian Control Line State Championships

FAI AEROBATICS

See Tacho's Corner report

VINTAGE STUNT

See Tacho's Corner report

FAI COMBAT	1	2	3	4	Fly/off	pts
1.Robert Owen	W	W	B	W		3
2.Graeme Wilson	L	B	W	L	W	1
3.Keith Baddock	W	L	L		L	1
4.Leon Baird	L	W/D				-1

1/2A COMBAT	1	2	3	4	5	F/O	F/O
1.Leon Baird	W	W	W	W	W		
2.Graeme Wilson	W	W	L	L	L/W	W/L	
3.Shaun Power	L	W	W	L	W/L	W/L	
4.Murray Wilson	W	L	B	W	L	L/W	L/W
=6.Harry Bailey	B	L	L				
=6.D Shackelford	L	L					
7.Robert Owen	L	W/D					

Vintage A Team Race

See John Hallowells report

Classic B Team Race

See John Hallowells report

SIMPLE RAT RACE	rd 1	rd 2	final
1.M.Wilson/G.Wilson	105	DNS	211
2.C.Ray/J.Ray	108	DNS	209
3.H.Bailey/P.Roberts	101	100	
4.J.Hunting/K.Hunting	90	103	196 disq

2002 VMAA CONTROL LINE STATE CHAMPIONSHIPS
RESULTS

FAI SPEED		rd 1	rd 2	rd 3	km/h	Engine
1.	Robin Hiern	12.87	13.015	12.70	283.54	Profi & Irvine
2.	Noel Wake	14.70	15.58	15.173	244.96	Irvine
3.	Hugh Simons	N/T	N/T	14.95	240.87	Profi
4.	Richard Justic	N/T	N/T	19.32	186.38	Profi
5.	Callum Agnew	N/T	DNS	DNS	000.00	Profi

FAI TEAMRACE		rd 1	rd 2	rd 3	final
1.	R.Fitzgerald/M.Ellins	3:19.63	DNF 69	3:31.18	6:54.51
2.	G.Wilson/P.Stein	3:23.12	3:33.21	3:22.97	7:11.64
3.	R.Justic/R.Owen	3:31.78	DNF 45	4:06.49	DNF 83
4.	G.Potter/G.P.Potter	3:35.94	4:25.85	DNS	
5.	G.Knight/R.Harvey	3:53.9	3:51.79	3:45.88	
6.	K.Hunting/J.Hunting	4:56.7	4:25.34	4:20.66	
7.	C.Ray/K.Baddock	DNF 35	4:36.6	DNF 30	

COMBINED SPEED.

Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
	<i>R Hiern</i>	<i>Proto</i>	<i>Novarossi 21</i>	<i>24.20</i>	<i>24.20</i>			<i>239.41</i>	<i>99.79%</i>
1	R Hiern	Class 1	RH11/OS CZ11 PS	nt	14.78	14.88	14.78	243.57	96.68%
2	N Wake	Class 1	OS CZ11 PS	15.25	15.49	15.62	15.25	236.07	93.70%
3	C Agnew	Class 1	OS CZ11 PS	15.66	15.90		15.66	229.89	91.25%
4	H Simons	Class 1	OS CZ11 PS	16.10	15.80	15.83	15.80	227.85	90.44%
5	P Roberts	Class 1	CS 11	15.96	16.06	15.90	15.90	226.42	89.87%
6	N Wake	Class 4	OPS 40	12.80	11.36	nt	11.36	255.00	84.03%
7	N Wake	Class 2	Picco 21	12.43	12.38	12.95	12.38	233.99	80.78%
8	H Bailey	Proto	Novarossi 21	29.98	29.92	29.96	29.92	193.64	80.72%
9	P Van Meurs	Proto	Webra 20	30.60	31.79	30.34	30.34	190.96	79.60%
10	C Ray	Class 1	Webra 1.8	21.63	21.39	21.59	21.39	168.30	66.81%
11	R Marsh	Class 4	Picco 40	15.40	14.97	15.28	14.97	193.51	63.77%
12	R Hiern	Class 2	Super Tigre G21/29	nt				0.00%	
12	D Shackleford	Class 2	Cyclon 21	nt				0.00%	
12	R Marsh	Class 1	Enya CX 11.	nt				0.00%	

Robin Hiern withdrew his Proto entry.

MIDGE SPEED		Rd 1	Rd2	Rd3	GOODYEAR	rd 1	rd 2	final
1.	Robin Hiern	9.82	9.67	DNF	1.G.Wilson/M.Ellins	3:52.71	DNS	8:22.44
2.	Ken Hunting	9.78	N/T	9.85	2.J.Hunting/K.Hunting	6:36.82	5:05.84	DNF 162
3.	Colin Ray	10.22	11.08	10.29	3.C.Ray/J.Ray	4:39.10	6:24.81	DNF 37
4.	John Hunting	11.40	10.44	10.23	4.G.Potter/G.P.Potter	DNF 39	6:20.00	
5.	Graeme Wilson	N/T	10.81	10.98	5.G.Knight/R.Harvey	DNF 18	DNF 92	
6.	Murray Wilson	12.47	12.45	12.49	6.R.Fitzgerald/A.Lumsden	DNF 36	DNS	
7.	Geoff Ingram	13.49	13.30	13.93	7.R.Owen/R.Justic	DNF 23	DNF 24	

1/2A TEAMRACE		rd 1	rd 2	rd 3	final
1.	G.Wilson/M.Ellins	4:41.06	4:17.50	DNS	8:38.15
2.	R.Justic/R.Owen	DNF 62	DNF 58	4:03.07	10:08.97
3.	C.Ray/J.Ray	6:15.09	4:20.59	DNS	DNF 109
4.	K.Hunting/J.Hunting	5:27.43	5:17.50	5:13.53	
5.	M.Wilson/A.Lumsden	DNF	6:44.8	5:20.96	
6.	R.Marsh/K.Baddock	DNF	DNF 62	DNS	

2002 VMAA State Championships Results

MINI GOODYEAR		rd 1	rd 2	final
1.	G.Wilson/M.Ellins	3:43.72	DNS	7:26.09
2.	J.Hallowell/K.Baddock	4:20.90	4:12.28	10:01.18
3.	M.Wilson/R.Justic	4:40.34	5:02.37	10:01.84
4.	J.Hunting/K.Hunting	5:40.07	4:47.13	
5.	H.Bailey/P.Roberts	5:18.28	4:50.25	
6.	C.Ray/J.Ray	DNF 67	5:08.56	



F2B: Peter White, Doug Grinham and Geoff Ingram.



*Vintage:
Doug Grinham, Peter White
and Sean Power.*



Club
News

Bereavement

The retired MAAA Secretary Mr. Chris Greenwood (Wing Commander RAAF retired) passed away last Friday, 12/4/2002. He had been sick for a while and had moved up to Queensland to be closer to his family. A great job was done by Chris while he was in office as Secretary & Treasurer of MAAA for many years. Chris was also CIAM secretary for a while.

On Sunday April 21st the Control Line Aircraft Aeromodelers of Frankston held a Fun/Learn to fly day at their flying field. An article and photo had been placed in a local journal. At ten a.m. on the Sunday morning there were three visiting families waiting for the field gates to open. These people were the first of a constant stream that came to view the proceedings. Many of those that came took up the open invitation to have a trial flight with the clubs "stick trainer" and other models. At least five juniors completed first time solo flights. Some ex modellers turned up stating that they did not know of our existence. There are some potential new members.

Picture Gallery



Above :- The Gippsland Wombat goes through its prop hanging antics. These manoeuvres are performed without the use of throttle control much to the delight of the spectators.

Right :- Rob Fitzgerald (floppy hat) Greg Pretty (Hard Hat) and Paul Stein (black "Darth Vader" helmet) attend to the all conquering Gillot Rossi powered Goodyear model at last years South Aust State Champs.



Top right :- Robin Hiern and Noel Wake display their models at the Albury Nationals

Left :- Robin Hiern, Noel Wake and Richard Justic are the victors in FAI Speed at the Albury/Wodonga Nationals



Just back from the VSC in USA, and opened my ACLN. Pleased to see Derek's good report on my new Rustler-Merco Metamorph 40S (to give it its correct title), in the March 2002 issue. Just a couple of points which I hope you can publish.

First, to be strictly correct my motors should always be listed as Rustler-Merco, or R-M for short. I know it's tempting to call them Mercos, but to do this is just like calling a Nova Rossi a Rossi. There is a difference.

Second, I'm not sure what the first two paragraphs mean. If they say what I suspect they say, lets get it right for posterity. We engine buffs go to considerable lengths subsequently to discover the facts about the engines we love, so let's get it straight from the beginning.

The internal design, layout, and geometry, also the requirement to use the spike needle valve and six point mounting, and the silencer design, are mine. How these are all achieved in production, and manufacturing techniques, are matters for the sub contractor who produces the parts for me.

Trusting this will set the record (and my ego) straight, best wishes,
Ian Russell.

Dear readers

As you have heard, the 2002/3 Nationals at Toowoomba have been cancelled. If no alternative should present itself, I would like on a personal level to canvass the possibility (initially for agreement in principle with my club, The Aeromodellers of Logan City Inc.) of hosting a 2002/3 National Control Line Championships on or around the same dates.

In order to gather the data to support such a proposal, I need your assistance and feedback and would appreciate your completion and return of the "Expression of Interest" questionnaire (somewhere in this publication) as soon as possible.

Having prepared the State Champs budget in recent years, via extrapolation I can envisage an administration charge of about \$20.00 per entrant as well as individual event entry fees of ca \$10.00 (per senior) depending on possible entry numbers.

A.L.C. Inc has two grass circles and one bitumen circle as well as the possibility of another grass practice field. In addition, the C.L.A.S.I. Inc. and Thunderbirds Inc. (grass) fields, although some distance away, are relatively easy to find and I believe both clubs would be only to pleased to permit their use for practice purposes. Council permission would also be sought to use adjacent parks.

A.L.C. Inc. is close to the Pacific Highway at Loganholme and has several Motels and Caravan Parks within a more than reasonable distance. It is also well on the way to the Gold Coast and countless theme parks etc. Some camping might also be possible at the fields themselves.

Whilst it might not be necessary to proceed with this proposal and unless you think you will be content to wait until Easter 2004 for the next Nationals (in S.A?) you should take out 45 cents insurance and mail your expression of interest to:

Brian Burke 2-24 Appaloosa Court MUNRUBEN QLD 4125
(07) 3200 1308

P.S. If you include a business size stamped and self addressed envelope, I will send you information on the best value for money models, kits and accessories you can get.

2001/2002 QLD CONTROL LINE STATE CHAMPIONSHIPS

HIRE OF COMPETITION MODELS

Whether you are pressed for time to build enough models yourself or whether you simply want to maximise your enjoyment by trying out some fun events that you might normally not fly; you should give serious consideration to hiring (yes hiring!) the models necessary as it could cost you as little as \$20.00 if the model is undamaged and if you use your own engine, tank, fuel and lines.

Models will be available for hire for both the slow and open combat events.

2.5cc Slow Combat "Maverick"

Hire costs range from \$20.00 returned undamaged to \$45.00 if the model is "written off". Deposit is \$45.00 with the balance repaid when the model is returned. Purchased outright is \$90.00.

35 Slow Combat "Manta" or "Cosmic Wind"

Hire ranges from \$20.00 returned undamaged to \$55.00 if "written off". Deposit \$55.00 with the balance repaid when the model is returned. Purchased outright is \$110.

Open Combat "Mauler Open" and "Mako Super"

Hire ranges from \$20.00 (\$35.00 for two) if returned undamaged to \$40.00 (\$75.00 for two) if "written off". Deposit is \$40.00 (one) or \$75.00 (two). Purchase outright is \$75.00 (one) or \$140.00 (two).

Last year's winner "Mauler" accepts most 40s whilst the "Mako" is best for 21s and 25s. Hirer to advise whether using pacifiers or surgical tubing bladders.

Contact Brian Burke Tel (07)3200 1308

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For the newer readers, we point out that "private" (personal) ads are free to subscribers, and "commercial" ads are \$20 per quarter page, or \$5 for business card size. Commercial Advertisers can receive a free business card size ad for submitting original articles of interest to A.C.L.N. readers.

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

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"Arrow" - 2cc - 2.5cc speed kit includes pan, pre cut wood, hardware, plans etc. **\$85.00**

"Ol Blue" - 2cc Mini Goodyear - pre cut wood, hardware, wheel, shutoff, plans etc. **\$69.00**

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