

# THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 59



Produced by the Victorian Control Line Advisory Committee

September 2002  
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**Copy Deadline for next issue is:  
Wednesday 18th September 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.

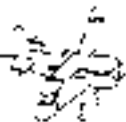
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Fax is also available on (03) 9511 0171 but please notify before sending to ensure fax is active.

Email address:- [acln@ozemail.com.au](mailto:acln@ozemail.com.au)



## COMING EVENTS



### CONTROL LINE CONTEST CALENDAR 2002

SEPT 1	CLAG Country Competition 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	<b>FAI &amp; Combined Speed,</b> Simple Rat race, <b>1/2 A Team race</b>	CLAMF
SEPT 22	FAI, Novice & Jnr Aerobatics, Classic Stunt, Bendix.	KMAC
OCT 6	CLAG Country Flying Day	TRARALGON
OCT 6	Simple Rat Race, Simple Goodyear	SMAC
OCT 13	<b>FAI Team Race, Goodyear,</b> Jnr 2.5 Rat Race <b>2.5cc Rat Race (Riverside Trophy)</b>	CLAMF SMAC
NOV 3	Triathlon.	SMAC
NOV 3 NOV 17	CLAG Country Flying Day C/L promotion and learn to fly Day Combined clubs organised event	MAFFRA KMAC
NOV 24	Monty Tyrell Memorial - Classic Stunt.	KMAC
DEC 1	Aust "A" Team race, Classic "B" Team race, Bendix	SMAC
DEC 8	<b>FAI &amp; Combined speed,</b> Nats practice	CLAMF

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

**CLAG** Contact :- Graham Keene (03) 51924485

Details of venues can be found on web site [www.clagonline.org.au](http://www.clagonline.org.au)

**All club members are requested to moderate bad language in the presence of ladies, children and visitors at the flying fields.**



## COMING EVENTS



### CLAS 2002 CONTEST CALENDAR

DATE CLUB: EVENT:

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	<b>N.S.W. State Control Line Championships</b>
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"

### 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 Secretay. John Taylor 07 33927679 email [johndt@iprimus.com.au](mailto:johndt@iprimus.com.au)

**SEPTEMBER** Sun 8<sup>th</sup> Clasii (simple) Rat  
**INTERCLUB MOUSE  
CHALLENGE**

Mini G/Year  
Open Combat

**OCTOBER** Sun 13<sup>th</sup> Scale Fun Fly  
**NOVEMBER** Sun 10<sup>th</sup> **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, 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. Clasii (simple) Rat rules available from Secty.

# ELLINS THE NEW STUNTMASTER

During one of the Melbourne winter's nicest days, KMAC's annual Stuntmasters Trophy was held and enjoyed. And despite a low entry for all manner of reasons, very good flying was had by all with none of the fliers hitting the ground while competing.

The big thing about the event was it had to produce a different winner from the norm. After all, nearly every KMAC stunt trophy of the past decade has been won by little more than three people.

And the flying was very close with Mark, Geoff and Craig only a flick of the wrist apart during all flights.

Back in fourth place, Ken Taylor had a good day with his own design proving to fly with impressive stability. But he'd fitted too small a tank and his flights were too short to score well.

Derek Pickard brought his newly acquired ex-Doug Grinham Jazzer along but an engine run problem prevented it from flying.

Terry Matthews took the front off his Sheet Wing Stunter when he crashed during a practice flight.

## Results (Judge: Peter Roberts)

Mark Ellins	(Manito/ST46) 788
Geoff Ingram	(Freebird 4/PAW40) 765
Craig Hemsworth	(Piroette/OS46) 747
Ken Taylor	(Krystal/MVVS49) 520
Derek Pickard	(Jazzer/Stalker 61) DNF



*Stuntmasters winner Mark Ellins holds the trophy and is pictured with Geoff Ingram, Craig Hemsworth, Ken Taylor and Peter Roberts.*

*No-one will believe this! In one of the strangest ever stories of how a flier got to the event with his plane, Geoff Ingram turned up at KMAC field with his motorcycle where the sidecar has room for his stunter. He'd spent the previous night competing in the BMW Club's midwinter all-night ride. But he did take a little rest over a warming breakfast before arriving to fly at Knox. And after a hard day's flying he rode home to Gippsland - nearly 3 hours away.*

*Pictures and report from Derek Pickard*



## TARMAC Notes for July and August

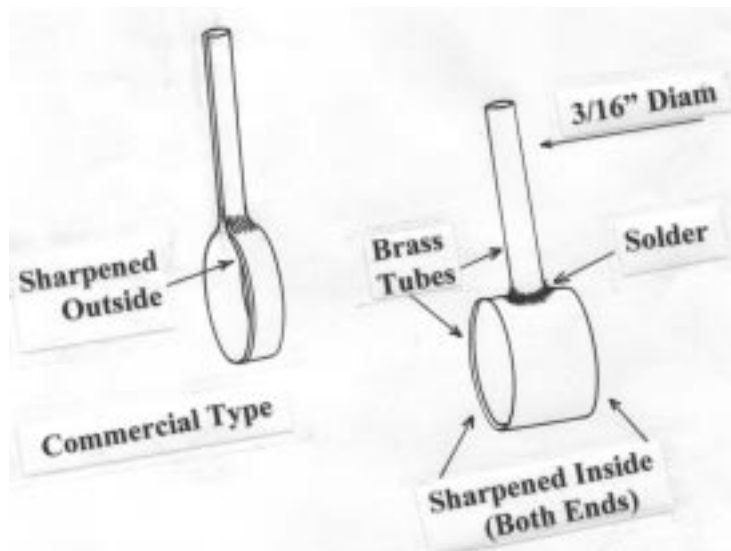
I heard not long ago from Peter White, who presently flies stunt and writes his column for Australian Control Line News from a base in Victoria. He told me that he plans to move to WA towards the end of the year. I gather that this news is already common knowledge in the east, so I imagine that the Vics will already be bewailing the loss of a regular competitor and contributor. Their loss however will be our gain and I expect that he should be featuring in the results in WA before long. (If I play my cards right, I might be able to transfer these notes on to his plate as well.) The thought of what is involved in moving a modelers hoard of 'possibly useful stuff' sends cold shudders down my spine (Thats the limp thing that connects my neck to my tailbone.) Peter must be a brave man. I wouldn't want to either sort out or move the vast tonnage of crap that I have assembled to next door – let alone the other side of the country. And chucking it out is not an easy option for me.

Mal Bone brought out the ex-Bob Fry Bi-Slob flying machine that he has inherited recently for his first experiments with it. For those that are not familiar with this design, it is a stumpy, slab sided biplane with lots of engine and fin offset and some out of the ordinary flying characteristics. I think that he has it powered by an OS .40. On the first take off it sprang into the air and did about five 2 1/2 foot diameter loops and a couple of bunts in the first 20 feet distance after take-off. For a grand finale it dived vertically into the ground breaking the prop. That took about five seconds from start to finish. Mal looked a trifle stunned as he said that he hadn't moved his hand at all. He thought that it might need a bit of re-trimming as it seemed slightly tail heavy with the new engine. He then made adjustments with a huge drill to remove some of the vast tonnage of lead from the tail unit. That seemed to help the sensitivity problem, or maybe Mal was just getting used to the machine. Even so, it still turns unbelievably tightly. I am looking forward to watching further developments with this device. It should be good for a laugh.

Way back in the dreamtime when I first started aeromodelling, I bought a set of X-acto balsa gouges for hollowing blocks. They were formed from strip steel into a range of interesting shapes, were sharpened, knife like on one side and fitted into the round hole in my large X-acto handle. I did not use them a lot at the time, and when next I considered using them they were missing. (They were here twenty years ago, where could they have got to?) So seeing a similar set in a local hobby shop I bought them to expand my block hollowing capabilities. It was only when I finally tried using them, I realised just how useless they are for their job of hollowing block balsa. They were awkward to use, blunt, and virtually unsharpenable, leaving a finish as though the wood had been chewed by a rat. In fact a careless rat with blunt teeth.

Feeling rather let down by this, I put my mind to the problem of hacking the surplus wood from the inside of a cowl and came up with the solution. Still using the same principle of a shaped blade in the knife handle, I made my

own blades from that very useful stuff, K&S brass tubing. The tubing can be sharpened easily by running a number 11 scalpel blade around the inside. By sharpening the cutters on the inside (Opposite to the commercial design) and soldering them to another small tube that fits into the handle, I ended up with cutters that really do work and can be re-sharpened easily. Have a look at the (admittedly primitive) sketch that you should find nearby.



*Here is a simple (if crude) sketch to show what I mean about making your own balsa gouges from brass tubing. The commercial type is made from a strip of hardened steel, but with the cutting edge chamfer formed on the outside they cut very poorly. The brass home made type cut much more easily and cleanly.*

Right after mentioning contra-rotating props in the last lot of TARMAC notes, I found mention in a current flying magazine that at Chino, California in May, a Spitfire flew using the thrust from of a pair of contra-rotating propellers. The Spitfire PR.XIX has been fitted with a Rolls-Royce Griffon 57A engine from an Avro Shackleton, turning cut down Shackleton propellers. The pilot said, "It flies just like a Spit, but with a lighter feel to the rudder." The last contraprop Spitfires to fly were a few Mk 21 s and 22s on Service trials. They were retired in the 1950s.,

Here are a couple more suggestions from Dennis Percival. He says: 'For finishing I use Bodytech Spray Primer/Filler. Bought from KMART in a 400 g pressure pack for about \$12. I am using it in place of dope and talc. It is a lot easier to use, probably cheaper, and certainly much quicker to get a good surface preparation. Spray it on over a fine sanded surface that has been sealed with a very miserly application of laminating epoxy. It sands back very easily and will probably need only two or possibly three applications. Spray the finish paint straight on. I also use Fuller max bond PVA Carpenters Wood Glue from Hardware House for about \$9 for 500 g squeeze bottle. It grabs/sets fairly quickly, dries clear, holds like mad and is sandable.'

I read in the last issue of ACLN that longer control lines are being mooted by the Poms for their version of Vintage A. Presumably this plan to reduce rotational speeds has been suggested because their present crop of geriatric pilots can't handle the current pace. (I should talk.) They are considering an increase to 49 foot 5 inches from the current, and to my mind perfectly satisfactory 46 foot 8 inches. This would mean that heats would change from the



current 90 laps for the half mile to 85 laps and 170 for the final. Lets leave it like it is.

Dick Gibbs has been very busy resurrecting his highly detailed scale C/L Albatross DV, and very pretty it looks too. This model first flew in mid 1976 (which is quite recently really), and it placed second at the thirtieth Nationals in Bunbury. It is fitted with a vast range of working features including an operational (motorized) rocker gear on the dummy Mercedes Engine. When first built it also had a scale water cooling system and a real radiator fitted in the top wing that emitted genuine steam after engine runs. The radiator is still in place, but the water cooling feature has not been re-activated as yet. Dick has re-engined this large model with an OS .60 and it should fly again soon. Throttle control is provided via a Roberts flight control 3 line system. This provides a balanced load on the 3 wires between the handle and the model. Although it works well, the control unit itself looks horrendously complicated to me. It should have been in the air by the time these notes are read.

I will be away from home for a few weeks around the time that the next lot of TARMAC notes are due, so you may notice a bit of a gap here for a month or so and you will be able to enjoy a well earned rest from me and my ravings. Gentle hints and enquiries failed to produce any volunteers to take over these notes in the interim. I am sure that the editor will be able to find something to fill in the free space. I hope that the continuous strikes by Qantas staff don't cause me any problems, but here is a little airline cartoon.



*Here is the smiling face of Dick Gibbs. Craftsman and dedicated aeromodeller with his scale Albatross DV. Here also is evidence that I have not yet come to grips with the fact that you should never try to photograph camouflaged warbirds against a green background. There is no chance of getting more photos before this lot goes to print, so you get it like it is.*



*Another startlingly green shot of Dick Gibb's Albatross seen from a different angle*

Finally, the end of the page and the news that the difference between a man and a machine, is that a machine is quiet when it is well oiled.

**South Australian Control Line State Championships**  
**To be held at Monarto S.A. (nr. Murray Bridge)**  
**Hosted by Adelaide Model Aerosport**  
**25 – 27 April 2003**

**Bulletin 1**

The 2003 State Championships will again be held over the Anzac Day long weekend. You will notice that the 25<sup>th</sup> April is the first Friday after the Easter weekend. Given that the Victorian State Championships and Trans Tasman events are being held over the Easter weekend we invite all Interstate and International competitors to stay 'on the road' making the round trip and enter the two competitions in one week.

***Accommodation:***

Accommodation for the weekend can be booked locally in the area, Murray Bridge and Hahndorf have a number of hotels, motels and caravan parks offering a range of facilities.

***For more information contact:***

Rob Fitzgerald  
 35 Main Street,  
 Eastwood, 5063  
 South Australia  
 Ph: (08) 8271 2889  
 Email: fitzgerr@cssp.com.au

CLAS PERPETUAL RACING TROPHY  
 POINT SCORE AFTER THREE COMPETITIONS

	Hunter Valley Champs	SSMF March	SSMF July	Total
John Nolan	7	13	18	38
Andrew Heath	11	6	14	31
Steve Rothwell	4	12	15	31
Grant Potter	12	-	17	29
Tony Bonello	6	8	12	26
Brian Hoggan	7	2	9	18
Geoff Potter	6	-	11	17
Gavin Knight	2	7	7	16
Ray Harvey	3	7	5	15
Stan Pilgrim	-	3	9	12
Lachlan Fairall	4	3	3	10
plus 14 others				

Perfect weather at Luddenham in late July made for a great weekend of racing and saw the leading five consolidate their positions. The state championships and the Kuring-gai vintage race day remain for determining this year's points for the state racing trophy.



CLAC are organising a Control Line promotion day at the Knox field on Sunday November 17th. It will be widely advertised in the media and we are expecting a big influx of the general public.

We need to present a good image of our collective activities on the day and are asking all local club members to think about how they can help to make the day a great success.

Our intention is to have models in the air at all times of each and every aspect of C/L. Along with this there will be demonstrations, trial flights with trainers, static displays, information on where to buy equipment and how to get started in C/L, club info and lots of public relations exercises.

A quantity of "TOO UP" entry level model kits have been purchased for sale to the public on the day

Have a talk with your club members on how you can help because we all know that we must do all we can to attract more members and improve public awareness of our existence.

# CONTEST RESULTS



## 2001/2002 QUEENSLAND CONTROL LINE CHAMPIONSHIPS

JUNIOR RAT	Heat 1	Final
1. Trent McDermott	63 laps	160 laps
2. Ryan Comiskey	58 laps	112 laps

Trent flew his "Mako CLASII Rat" model whilst Ryan used his "Maestro 20" trainer. Both were OS powered and pitted by dads Mark and Michael respectively.

JUNIOR COMBAT	Wins	Losses
1. Bowie Pollard	4	Nil
2. Dave Burnett	3	2
3. Scott Bastion	2	2
4. Ryan Comiskey		2
5. Michael Comiskey		2

Bowie and Dave repeated last year's result. Scott and Ryan coped quite well in their first competition whilst Michael flew soundly all weekend without any luck.

FAI COMBAT (F2D)	Wins	Losses
1. G. Potter	5	Nil
2. J. Poulsen	4	2
3. M. Comiskey	3	2
4. P. Dillon	3	2
5. J. Scott.	2	2
6. R. Smith	1	2
R. Owen	1	2
G. Bucholz	1	2
B. Pollard	1	2
10.M. Comiskey(Jnr)		2
B. Clements		2
M. McDermott		2

Although down a couple of entries from last year, the standard of competition has really evened up with the top guys having to go all out to win their bouts.

FAI AEROBATICS (F2B)	Rd 1	Rd 2	Rd 3	Total
1. N. Corney	2781.5	2900	3129	8810.5
2. J. Parisi	2830.5	2633.5	2512	7976
3. R. Edgerton	2166.5	2108	2297.5	6572
4. W. Jackson	1443	1471	1573	4487

Apparently Noel flew brilliantly whilst Robbie E coped pretty well after no practice and some family hiccoughs. Joe had to fly his rounds consecutively because he was supposed to be elsewhere and the results reflect this somewhat. I believe that Wayne is now going to be coached by Tom Barry and could improve his results significantly.

FAI TEAM RACE (F2C)	Rd 1	Rd 2	Rd 3	Final
1. Harvey/Knight	3:34.04	3:46.31		7:44.37
2. Owen/Justic	3:51.53	4:00.77	3:39.06	7:49.82
3. Potter/Potter	4:07.95	38 laps	3:50.07	172 laps
4. Scott/Scott	3:59.94	75 laps	5:30.27	

Good to see all teams broke the 4 minute barrier. Would be nice to get some more entries in this premier racing event.

#### FAI SPEED (F2A)

1. J. Walker	12.67 seconds/	283.98 kph
2. H. Simons	12.85 " /	280.09 "
3. E. Burfein	20.12 " /	178.92 "
4. R. Justic	No time recorded	

#### CLASSIC "B", VINTAGE "A" & VINTAGE "B" TEAM RACING

Thankfully Mark McDermott covered these events in the last (July) edition. However Harvey/Knight's best heat time in "A" was 4:08.4 which kept Smith/Bucholz out of the final.

#### BENDIX

After finally receiving enough entries to run this event, it was a NO RESULT due to no-shows, a couple of crashes and a run-in. Hopefully these monsters will vindicate themselves next year!

35 SLO COMBAT	Wins	Losses
1. R. Smith	4	1
2. R. Bucholz	3	2
3. J. Major	2	2
4. R. Owen	1	2
B. Hucker	1	2
P. Wallace	1	2
M. Comiskey	1	2
8. M. Comiskey (Jnr)		2
9. R. Edgerton	Did not fly	

Smithy is still the one to beat. Ray took a couple of tails off as did Brian Hucker who last flew combat when Adam was a boy. Nothing went right for Mick C. whilst Junior only lost by the slimmest of margins.

OPEN COMBAT	Wins	Losses
1. M. Comiskey	5	
2. R. Smith	2	2
3. J. Major	1	2
4. J. Pollard		2
M. Comiskey (Jnr)		2



*Above :- Slow Combat winner Rod Smith with his Mauler Special powered by a Fox 35 Combat Special*

After no damage last year, only one (my Ballarat) model totalled and two others with outboard wing damage were casualties this year. All but one model were "Mauler Open"s using all sorts of 40s for power.

2.5cc SLOW COMBAT	Wins	Losses
1. J. Pollard	6	1
2. B. Pollard	5	2
3. R. Smith	4	2
4. J. Major	3	2
5. J. Poulsen	2	2
6. P. Wallace	1	2
W. Jackson	1	2
R. Edgerton	1	2
9. R. Comiskey		2
M. Comiskey (S)		2
B. Hucker		2
M. Comiskey (J)		2

The Pollards now reckon that they have Smithy's number but I wouldn't write of the old feller yet. On the whole the event was flown for fun and in very good spirit which is just as it should be. I Hope to be in it next year.

Thanks to everyone involved and especially those using the best models and gear. Didn't manage many photos but they are in the mail if a little late.

Brian Burke (retiring Registrar)



## Pictures from the Queensland State Championships



*Above left :- Junior Combat  
1st Bowie Pollard (Right)  
2nd Dave Burnett (Centre)  
3rd Scott Bastion (Left)*

*Above Right :- Junior Rat  
1st Trent McDermott (Left)  
2nd Ryan Comiskey (Right)*

*Above :-Start of the first of two "Butchers Picnics"  
There were five entries and both events were won by M Comiskey (senior) with a Mako Trainer model.*

*Right picture :-  
Trent McDermott (L) and  
Ryan Comiskey (R) with their  
Junior Rat Race models*



Pictures from Brian Burke

# CONTEST RESULTS



## Luddenham Team race Weekend 27<sup>th</sup> & 28<sup>th</sup> July 2002

### Vintage 1/2 A Team Race

Name	Heat 1	Heat 2	Final
1. Potter/potter	4.23.08	DNS	8.47.53
2. Rothwell/Nolan	4.27.05	DNS	9.22.64
3. Heath/Pilgrim	4.17.11	DNS	DNF 58 Laps
4. Knight/Harvey	4.32.09	4.28.31	
5. T.Bonello/Brady	5.01.06	4.38.47	
6. Fairall/Fairall	6.13.19	?	

### Vintage B Team Race

Name	Heat 1	Heat 2	Final
1. Rothwell/Nolan	4.16.86	3.59.02	8.20.75
2. Grant Potter/Hoggan	4.13.30	4.05.87	11.03.66
3. Knight/Owen	4.16.83	4.32.93	DNF 128 Laps
4. L.Fairall/Curry	DNF	4.49.44	

### Goodyear

Name	Heat 1	Heat 2	Final
1. T.Bonello/Heath	_____	_____	9.27.65
2. Potter/Potter	_____	_____	DNF 140 Laps
3. Rothwell/Nolan	_____	_____	DNF 71 Laps
4. Knight/Harvey	DNS	DNS	

### Phantom Team Race

Name	Heat 1	Heat 2	Final
1. Bailey/Tilly	4.27.85	4.40.69	8.43.97
2. Rothwell/Nolan	4.54.26	4.43.96	10.13.18
3. T.Bonello/Gapps	5.06.48	5.09.74	10.21.06
4. Heath/Brady	5.30.63	5.29.98	
5. Fairall/Fairall	9.45.97	DNF	
6. Knight/Harvey	DNS	DNS	

### Vintage A Team Race

Name	Heat 1	Heat 2	Final
1. Grant Potter/Hoggan	3.41.47	DNS	7.31.27
2. Heath/Pilgrim	3.50.90	4.01.13	7.47.46
3. T.Bonello/Nolan	4.15.83	3.51.50	8.23.38
4. J.Hunting/G Potter	3.56.97	4.04.49	
5. Knight/Harvey	4.03.86	3.57.33	
6. Rothwell/Bailey	5.10.68	4.26.09	
7. Fairall/Fairall	DNS	DNS	

### Combined Speed held at Knox 25/08/2002

Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
N Wake	Class 5	Novarossi 21	15.19	15.16	15.22	15.16	237.47	97.76%
C Agnew	Class 5	Novarossi 21	15.43	15.82	16.47	15.43	233.31	96.05%
N Wake	Class 2	Picco 21	112.78	12.92		12.92	224.21	77.40%
N Wake	Class 4	K&B 6.5	Attempt					0.00%

Result from CLAMF 11/08/2002.  
2.5cc Rat race

1. C.Ray/J.Ray	230Laps	Nelson
2. J.Hunting/K.Hunting	228Laps	ST G20/15D
3. M.Wilson/M.Ellins	160Laps	OS 15 FP

Results from Knox on Sunday 25/8/2002.

Vintage A Team race	heat	final	engine
1. J.Hunting/K.Hunting	4:11.97	8:24.0	Taipan
2. H.Bailey/M.Ellins	4:48.59	8:40.53	Oliver
3. M.Wilson/G.Wilson	5:21.62	9:28.68	Taipan

## WANTED

The organisers of the 56th Nationals in Albury/Wodonga would appreciate the assistance of some volunteer C/D's for the following events.

Class 2 Team race	29/12/2002
Junior 2.5cc Combat	30/12/2002
Open Combat	03/01/2003
Vintage Stunt	03/01/2003

If you can help please contact  
Graeme Wilson (03) 9786 8153  
Email [vmaareg@ozemail.com.au](mailto:vmaareg@ozemail.com.au)  
or Jim Ray (03) 9546 7170

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# 2002 NORTHERN DISTRICT CHAMPIONSHIPS

## BENDIGO

### SIMPLE RAT RACE

		<u>rd 1</u>	<u>rd 2</u>	<u>final</u>
1.	C.Ray/J.Ray	110	dns	214laps
2.	H.Bailey/G.Wilson//M.Ellins	110	dns	199
3.	M.Wilson/G.Wilson	103	106	198
4.	J.Hunting/K.Hunting	44	104	
5.	H.Bailey/M.Ellins	103	0	
6.	S.Power/M.Ferrari	90	89	



### SIMPLE GOODYEAR

		<u>rd 1</u>	<u>rd 2</u>	<u>final</u>
1.	G.Wilson/M.Ellins	5:32	5:07.15	10:52.21
2.	C.Ray/J.Ray	5:29.69	5:17.22	11:01.75
3.	H.Bailey//M.Ellins/K.Hunting	5:18.03	dns	11:48
4.	J.Hunting/K.Hunting	5:30	5:23	
5.	S.Power/M.Ferrari	5:44	5:36	



Two Simple Rat racers

### 1/2A COMBAT

		1	2	3	4	5	6
1.	M.Ferrari	W	W	W	W	L	W
2.	G.Wilson	W	L	W	B	W	L
3.	H.Bailey	W	W	L	L		
4=.	M.Wilson	L	B	L			
4=.	S.Power	L	L				
6.	K.Hunting	L	W/D				

### CLASSIC STUNT

		<u>rd 1</u>	<u>rd 2</u>	<u>best</u>
1.	M.Ellins (Nobler)	375	dnf	375
2.	S.Power (Nobler)	16	352	352
3.	D.Lacy (Skylark)	311	320	320

### VINTAGE A TEAM RACE

		<u>rd 1</u>	<u>rd 2</u>	<u>final</u>
1.	J.Hallowell/H.Bailey	3:39	dns	7:24
2.	K.Hunting/J.Hunting	disq	3:44	7:43
3.	G.Wilson/M.Ellins	3:57	3:52	8:14
4.	C.Ray/J.Ray	4:04	3:55	
5.	H.Bailey/J.Hallowell	4:10	4:35	

### CLASSIC B TEAM RACE

		<u>rd 1</u>	<u>rd 2</u>	<u>final</u>
1.	G.Wilson/M.Ellins	3:41	3:29	7:02
2.	C.Ray/J.Ray	3:43	3:23	8:05
3.	S.Power/P.Hatherell	3:34	dns	7:34 disq
4.	H.Bailey/J.Hallowell	3:36	dns	
5.	J.Hallowell/H.Bailey	5:04	3:56	
6.	J.Hunting/K.Hunting	dnf	w/d	



Pitting the winning Vintage A model

### Championship points table

Place	Name	Simp rat	Simp gyr	Class st	1/2 com	Vint A	Classic B	Total
1	G.Wilson	4	5		5	3	6	23
2	M.Ellins	5	5	3		3	6	22
3=	H.Bailey	2	3		4	5	3	17
3=	C.Ray	6	4			2	5	17
3=	J.Ray	6	4			2	5	17
6	K.Hunting	3	3		1	4	1	12
7	S.Power	1	1	2	2.5		4	10.5
8	J.Hunting	3	2			4	1	10
9=	M.Ferrari	1	1		6			8
9=	J.Hallowell					5	3	8
11	M.Wilson	4			2.5			6.5
12	P.Hatherell						4	4
13	D.Lacy			1				1



The Bendigo Club has recently celebrated 50 years of model flying. A great effort. The Northern District Championships for control line goes back almost 40 years. That's about as far back as I can recall them. It may well be longer. The good news is it's still happening, at least for the present, with Shaun Power, Les Davis and Bill Matthews leading the way. However, unless these club stalwarts can get more assistance, this historic annual meet may well be in jeopardy. It was terrific to see some of the very young Bendigo lads getting involved with lap counting and timing.

The August weekend on the 17<sup>th</sup> and 18<sup>th</sup> at the Marong field provided perfect conditions for flying. There was plenty of time and space to practice Vintage A while the rounds of 1/2A combat were being completed.

**Vintage A** had five teams line up for the contest. Jim and Colin Ray were first to test the air and were doing 21's for 10 and looking good with plenty of laps. Good luck eluded the Cosmics when race time came around and a best heat of 3.55 saw them just 3 seconds away from a segment in the final. John Hallowell and Harry Bailey had 50 laps in early practice. However, in the race, laps proved hard to find, as weather conditions had changed by a few degrees. However, the speed was still there, with the Timmy Tiger doing sub 20's /10.

The brothers Hunting were hot on the trail of a win with the amazing MARZ, a motor John bought for \$40 that's snapping at the heels of a much more expensive Timmy Tiger. And that's the motor that gave Harry Bailey and John Hallowell FTD with a 2 stop 3.39. Laps again became hard to find in the race. So Harry chose a safe, very fast and rich setting for the final.

Harry Bailey's Voodoo was fitted with the best starting CS I have ever had the pleasure of being associated with. You only had to look at it and it would start! However, good starts didn't make up for having not quite enough airspeed and next time a larger venturi will be fitted.

Overall meet champ Graeme Wilson and 'superflick' Mark Ellins were using their antique Vintage A gear, choosing to save the Andy Kerr special for another day. Although they made the final, their lack of pace meant the other teams had to fall over for them to get home first. They didn't.

The final and Jr Allan Trophy was won by Harry and John with the red and clear Voodoo going like the proverbial train, completing the 180 laps in 7.24. A five stop final gave plenty of landing and pitting practice and Harry showed how a wind over or two and a good flick had the model straight into the air every time. The irrepressible Dream Team were only 19 seconds behind on 7.43. Wilson / Ellins just coasted home in 8.14, their slowest final time for years.

**Classic B** had 6 teams entered, including Peter Hatherell from Maryborough. Yes, it was good to see Peter racing again, this time with Shaun Power doing the flying duties. Peter showed he hasn't lost his racing skills by qualifying for the final.

Fastest time went to Jim and Colin with a 3.23 with the LA 25, while fastest model was split between the Backtrack of Harry Bailey and John Hallowell's Crescendo, both with OS FP 25 power. The Backtrack had fuel feed problems, giving an inconsistent run and the Crescendo wasn't responding to a different starting technique. So both models were on the outer come time for the 140 lap dash. The Dream Team have yet to sort out the Thunder Tiger in their lightweight own designed model. They did not post a time.

True to form, Graeme and Mark were right in the mix due to their consistency, rather than outright speed. And it was that reliability that saw them add yet another trophy to their vast collection, coming home first in 7.02. Slow stops cost the Cosmics valuable time and they finished in a slow 8.05. They have had more than 3 years of constant racing with the LA 25. Jim knows it is now time for a new piston and liner. The change from the usual instant starts proves this.

Peter Hatherell would have had second place, but for Shaun just clipping the Cosmic's landed model on touchdown. And unfortunately that means a DQ.

Keith Baddock couldn't make Bendigo as he was working on an aerospace assignment in Sydney. However, his message for Wilson / Ellins would be to savour the moment in Classic, because, just like Arnie says, "I'll be back"...

*John Hallowell  
VH 1984.*

**The Bendigo club** changed the line up of events for this years Northern District Championships by adding Classic Stunt to the programme. With the Bendigo Club having up to five C/L stunt flyers in it's ranks a good turn out was anticipated but it was not to be and it was up to only three flyers to represent Bendigo, Ballarat and Melbourne. Shaun Power had an impact with Terra-Firma in the first round and had to resort to a second model in round two.



*Shaun Powers Nobler prior to impact*



*Left:- Dave Lacey with his Skylark*

The first event of the meeting on Saturday afternoon was Simple Rat race. Some mixing and matching of teams took place so that all models were able to be flown. The racing was close (as is normal in this event). The qualifying finalist were G Wilson/M Ellins, Ray/Ray, and Murray and Graeme Wilson. Graeme elected to pit for son Murray so Harry substituted for pilot in the Wilson/Ellins team. The Rays romped home with 214 laps and Bailey/Ellins just pipped Wilson/Wilson by one lap in the ten minute final.

Simple Goodyear was next. These models use unmodified engines as in simple rat race and are timed over a hundred laps in the heats and two hundred in the final. Mixing and matching again took place as superflick Mark Ellins had pitted for two teams in the heats.

1/2A Combat was the first event on Sunday morning. All competitors arrived at the field at the allotted time of 9am showing no symptoms of the previous nights activities in the Marong Hotel. The eventual winner was local boy Mark Ferrari who used his own design models powered by OS10 glow engines.

The last two events were Vintage A and Classic B and these reports are elsewhere in this publication.



*"Ripper Pitmen"  
Handle grabbers Harry Bailey  
and John Hallowell helped  
each other out with duties in  
the pitting segments up at  
Bendigo. They now know why  
Jim Ray always wears a big,  
fat knee guard....*



*Left:- 1/2A Combat top three*

*Vintage A finalist. Two  
types of Voodoo models  
and a Footprint powered by  
two Oliver Tiger replicas  
and a Marz*







*Simple Rat finalist.  
From left to right  
Murray & Graeme,  
Jim & Colin and  
Mark & Harry*

*Simple Goodyear. L to R  
Ray/Ray,  
Wilson/Ellins,  
Bailey/K Hunting*



*Classic "B". L to R.  
The Rays with battery  
person Glenis,  
Wilson/Ellins with  
battery person Murray  
and the new pairing of  
Shaun Power and Peter  
Hetherell*



## News from Frankston

As we all know, the public liability insurance situation has been in the news of late. With this in mind the committee of the CLAMF club had a review of the safety situation at the Frankston field and considered that it would be a prudent idea to erect a wire mesh safety fence around the section of the concrete circle that is frequented by visitors and spectators. An application was made to the VMAA for a grant towards the cost of this work. The grant has been approved and the work will commence in the near future.

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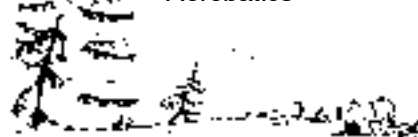
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