

THE VOICE OF CONTROL LINE
AEROMODELLERS FROM
AROUND AUSTRALIA

Number 63



Produced by the Victorian Control Line Advisory Committee

February 2003
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**Copy Deadline for next issue is:
Wednesday 22nd February 2003
PRODUCTION SPECIFICATIONS**

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

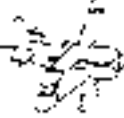
Contest results should be tab delimited, ie use a single tab between each column of results, if submitted by disk. This makes formatting much easier on the editor. Harry Bailey. 37 Thompson Street. Clayton VIC. 3168.

Telephone (03) 9543 2259.

Email address:- acln@ozemail.com.au



COMING EVENTS



CONTROL LINE CONTEST CALENDAR 2002

FEB 2	Simple Rat race, Simple Goodyear.	SMAC
FEB 2	CLAG Country Flying Day	TRARALGON
FEB 16	Mini Goodyear. FAI & Combined Speed, 1/2 A Combat,	CLAMF
FEB 23	Vintage Stunt, Class 2 Team race.	KMAC
MAR 2	Hand Launched Glider.	SMAC *
MAR 2	CLAG Country Flying Day	TRARALGON
MAR 16	FAI Team race, Goodyear, Simple Rat race.	CLAMF
MAR 23	FAI, Novice & Jnr Aerobatics, Vintage "A" Team race, Classic "B" Team race.	KMAC
APR 6	Simple Combat.	SMAC
APR 6	CLAG Country Flying Day	MAFFRA
APRIL 18 - 21	VMAA CONTROL LINE STATE CHAMPIONSHIPS	KMAC, CLAMF
APRIL 27	Classic Stunt, Bendix.	KMAC
MAY 4	Vintage "A" Team race, Aust "A" Team race.	SMAC
MAY 4	CLAG Country Flying Day	KNOX
MAY 18	FAI & Combined Speed, Triathlon (Artil Trophy), 1/2 A Team race.	CLAMF
MAY 25	FAI (Yeoman), Novice & Jnr Aerobatics, Simple Rat race.	KMAC
JUN 1	CLAG Country Flying Day	MOE
JUNE 8	Balloon Burst, Limbo.	SMAC
JUNE 15	FAI Team race, Goodyear, 1/2 A Combat,	CLAMF
JUNE 22	FAI & Modified Combat. Vintage Stunt, Combined Speed, Vintage "A" Team race.	KMAC

NOTE - All SMAC events to be held at KMAC flying field. All events at KMAC except Aerobic 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 CLAMF 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

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

BRCAC Bendigo-Newbridge Rd . Marong

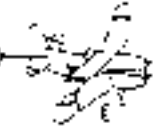
Contact :- S. Power 03 54 424 925

CLAG Contact :- Graham Keene (03) 51924485

Details of venues can be found on web site www.clagonline.org.au



COMING EVENTS



CLAS 2003 CONTEST CALENDAR

DATE	CLUB:	EVENT:
Sat 25th Jan	REMAC	Bob Burrell Memorial Vintage Stunt
Sun 26th Jan	KMFC	"Classic, Novice and Vintage Stunt"
Sun 2nd Feb	SAT (Kelso Park)	F2B Aerobatics
Sun 9th Feb	KMFC	Gala Racing Day
Sun 16th Feb	KMFC	F2B Aerobatics
Sat/Sun 1st/2nd MAR		HUNTER VALLEY CHAMPIONSHIPS
Sun 9th Mar	Doonside (at Kelso Park)	F2B Aerobatics
Sun 16th Mar	Werrington	F2B Aerobatics and Classic Stunt
Sun 30th Mar	SSME	Phantom, Vintage 1/2A, Vintage A, Bendix T/R
Sun 6th Apr	KMFC	1.6cc Combat and Slow Combat
12th/13th Apr	MDMAS (Lake Lidell State Rec. Area)	Splashdown Weekend (Seaplanes, Floatplanes)
18th/21st Apr	CLAC (Victoria)	VMAA C/L STATE CHAMPIONSHIPS
27th Apr	SSME	F2B Aerobatics
3rd/4th/5th May	CLASII Fields, Ipswich, QLD	QUEENSLAND C/L STATE CHAMPIONSHIPS
17th/18th May	MDMAS (Muswellbrook)	Veteran's Gathering
25th May	SAT (at Dapto High School)	F2B Aerobatics
1st Jun	KMFC	Palmer / Aldrich Classic Stunt
7th/8th/9th Jun		Venue to be confirmed N.S.W. STATE C/L CHAMPIONSHIPS
15th Jun	IMAC TBA.	F2B Aerobatics
13th Jul	KMFC	"AGM, 2.5 Stunt, F2CN & Slow Combat"
19th Jul	REMAC	Vintage Stunt
	(incorporating award for best All American)	
26th Jul	SSME	"Vintage 1/2A, Vintage B, Goodyear, Combined Speed"
27th Jul	SSME	"Phantom, Vintage A, Bendix T/R"
3rd Aug	IMAC (contact Owen Pearcey)	FUN FLY
10th Aug	KMFC	F2B Aerobatics
31st Aug	SSME	Slow Combat (Bonus points for WW2 style model).
14th Sept	KMFC	"Classic Stunt, Vintage Stunt, Simple Rat, Slow Combat, SWAP MEET"

11th Oct	REMAC	Vintage Stunt (including special award for best Fox powered model)
19th Oct	IMAC (Berkeley)	F2B Aerobatics
9th Nov	SAT (Kelso Park)	F2B Aerobatics
16th Nov	NACA (Gateshead High School)	Classic Stunt
16th Nov	KMFC	Vintage A&B, Vintage 1/2A,
30th Nov	SSME	F2B Aerobatics
7th Dec	Doonside (at Kelso Park)	F2B Aerobatics
14th Dec	KMFC	Christmas Party and Fun Fly

"IMAC (Illawarra Model Flying Club) - Flying site @Hooka Ck Road, Berkeley. NSW"

"KMFC (Ku-ring-gai Model Flying Club) - St. Ives Showground, Mona Vale Rd, St. Ives. NSW"

"NACA (Northern Area Contest Aeromodellers)-Gateshead H.S., Pacific Hwy, Gateshead. NSW."

"REMAC (Ryde Epping Model Aero Club) - Peter Board H.S., Wicks rd, North Ryde. NSW."

"SAT (Sydney Aeromodelling Team) - Kelso Park North, Henry Lawson dr. Panania. NSW"

"SSME (Sydney Society of Model Engineers) - Model Park, Luddenham Rd, Luddenham. NSW "

"WMFC (Werrington)-Entrance to flying site @cnr. Landers & Walker Sts, Werrington. NSW."

CLASII CONTROL LINE EVENTS CALENDAR 2003

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 johndt@iprimus.com.au

Feb 9th Combat Day FAI, 35 Slow & Open 2.5.

Mar 9th F4B Scale, S/Off Scale, Fun Scale, Vintage & Classic Stunt/ F2B

Apr 13th Vintage A & B T/R, Classic B T/R, Bendix, Class 2 G/Year

May 3,4,5, Qld C/L State Championships (except Scale events)

May 17th, 18th N.B At CLASII FIELDS IPSWICH Qld C/L Scale State Championships. N.B. At CLASII FIELDS IPSWICH

Jun 8th Fun Fly In.

Events later in year will be advised at a later date, but as usual Clasii events will be held on second Sunday of each month

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.

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Frank Battam with his Hotrock/ Fox 35 combination at the Nationals

MONTY TYRRELL A CLASSIC SUCCESS

Monty lives on in spirit and he would have been delighted at the fantastic day everyone had in his name at KMAC in late November.

The weather was overcast and the wind barely blew above a slight breeze.

Without doubt, the biggest winner was the excellent turn-up.....no less than 15 fliers and dozens of on-lookers.

We had competitors travel down from central Victoria, Gippsland, everywhere to be part of it and everyone went home delighted.

The biggest smile though was on the face of Doug Grinham who once more showed us all what precision flying is all about with his proven Nobler/Fox 35 combo. But he was pushed all the way by the team racing twins of John Hallowell and Mark Ellins who both flew to win and were in with a chance at all times had Doug made a slip.

It was good to welcome a return to competition flying: John Goodge and Frank McPherson. They had good looking models and flew well.

Everyone got two flights and the single best counted. No one hit the ground and very little engine run difficulties were experienced.

Results (Judges: Peter Roberts and Peter Rowland)

Doug Grinham	(Nobler/Fox 35)	1425
John Hallowell	(Tucker Spl/OS35)	1401
Mark Ellins	(Nobler/Fox 35)	1390
Craig Hemsworth	(Nobler/Fox 35)	1355
Robyn Hiern	(Skylark/Fox 35)	1273
Derek Pickard	(Ald. Magnum/ST60)	1238
John Goodge	(Nakke/Stalker 40)	1160
Ken Taylor	(Kutlass/Moki 51)	1134
Dave Lacey	(Skylark/Fox 35)	1127
John Floate	(Smoothie/Fox 35)	1068
Mark Usher	(Valiant/Fox 35)	932
Ken Maier	(Nobler/Fox 35)	905
Alan Harrison	(Chief/Enya 29)	868
John Lamont	(Chief/Fox 35)	640
Frank McPherson	(Ald. Magnum/Fox 40)	542



Grinham, Hallowell and Ellins were all very close in taking out the top three places.



The paddock was packed all day.

ANNOUNCEMENT KMAC STUNT

Future regular F2B club stunt events will also include a Classic stunt class for the popular Victorian Classic pattern.

So all you Classic stunt enthusiasts can now attend and enjoy taking part.

Enquiries to Derek Pickard 9889 1149.

Pictures and report from Derek Pickard

KMAC'S CRAZY FLIERS AT CLAC OPEN DAY



Reeve Marsh's incredible Merco 40 powered flying broom has now gained a profile wiTch on the handle to give the whole thing a touch of authenticity.

And proving that ANYTHING can get off the ground is Frank McPherson. His home had accumulated too many empty beer cans and their boxes so he made a beer biplane. The cardboard is reinforced as are the open-box style wings but cans are used for the fuselage with the tail being from flattened beer boxes. A Fox 40 is at the front. Incredibly he even went to the trouble of making it take-apart.

Anyway, the over-weight and underlifting machine needs full revs and a couple of laps of the circle to lift off for a few feet when pointing into the wind. Unfortunately, too much drag then overcomes the restricted lift and the Flying Beer Box touches down again only to repeat the brief lift-off in another couple of laps.

More models at the open day



CONTROL LINE AEROMODELLERS OF GIPPSLAND Inc.

Meeting held at KMAC Sunday December 1st.

Our Country Flying Day held at Knox was a little disappointing as despite almost near perfect weather only 6 CLAG members were present. Thankfully numbers were boosted by the team race boys who had an event organised for the day.

All present got in many flights, the charge being led by "Mr Good Vibes", whose now ageing All-American stormed around with its ever reliable and powerful Fox .35. I fear the model may need recovering in the near future as the original tissue is becoming very fragile.

Geoff Ingram put in many Nats practice flights with PAW .49 powered "Freebird".

Peter Roberts flew his beautifully finished Peacemaker.

Robin Hiern gave his Frisky, Taipan .15 diesel powered, a good workout.

Noel Wake arrived with three new models, two Peacemakers and a 2/3rds version of an Unlimited, a combat wing featured in October/92 Aeromodeller magazine. All models were nicely silk covered. The engine (unknown) in the Unlimited is apparently a bit tired and Noel is looking to do a transplant in the near future. How about an O.S .46LA Noel ????

Speaking of which, my John Goodge designed and built "F M" (can't elaborate further) received many favourable comments particularly regarding its choice of powerplant. The O.S .46LA happily hauled around the near 60oz 58" span model. The engine is stock standard, no additional head shim, O.S. .25 venturi and standard needle valve and spraybar, with a Master Airscrew 11x6 prop.

Would all please note that I have just received a call from the Recreation Officer for Latrobe City, unfortunately some of our flying day dates will have be changed due to Moe Race day and now the non availability of the Warragul site. The new committee requires approx \$150 for each event day which is prohibitive. Please see contest calendar on page 2.

All Melbourne club members are very welcome to attend, just remember to bring a snag for the BBQ. If you are so inclined small free flight models can be flown here safely.

Further details can be found on the web site www.clagonline.org.au or by phoning myself, Graham Keene Sec/Treas CLAG Inc.

CONTROL LINE AEROMODELLERS OF GIPPSLAND Inc.

Info. supplied by Graham Vibert.

The Country Flying Day for January was held at Joe Tabuteau Reserve Moe, this venue consists of a number of sports fields inside the Moe Race Course. Eight keen flyers attended on what was a sunny day and I believe the grounds were mown to their usual excellent standard.

Robbie Hiern, just back from the Nats, where he gained a 1st and a 2nd in combined speed and broke 2 records in the process, put in some flights with his beautiful sounding and flying Frog 500 powered Thunderbolt and also an OS.15 powered Too-Up.

John Goodge impressed all with his nicely presented Nakke and equally impressive Stalker .40RE hauling the plane around with ease. Son, Rian did a fine job flying his

OS FP.15 Spitfire and OS Max .15 Akrokat.

Local Moe lad Ron Jones, gave his Enya .15 powered Too-Up an airing, contrary to rumours Ron says he is not secretly developing a Stunt Mocassin. (could'nt resist a Moe joke Ron)

SMAC member Reeve Marsh arrived with a car load of models, those flown were, Demon Enya .29, Calamity Jane Merco .35, Peacemaker OS FP.15 and a trike undercarriage Magnum .15 powered P63 with a third line for throttle control. Reeve entertained those present performing touch and go's with the P63, which from reports flew very well.

Andrew and Greg Beevor made a brief appearance, with Andrew capably performing the stunt pattern with his OS.46LA Viper wing, they then went off to dabble in that other type of model flight R/C (Risk/Catastrophe).

Last but by no means least Mr Good Vibes tore up the sky with his Fox .35 powered Nobler. Only expecting a few to turn up Mr Good Vibes thought the BBQ would not be required, upon realising his mistake Graham assisted by John Goodge provided a bucket of KFC for all to enjoy, it was eagerly devoured.

The next meeting will be at Agnes Brereton Park Breed St Traralgon, Sunday 2nd February, all are welcome, bring a snag for the BBQ. **Please Note;** full mufflers are required at this site.

Graham Keene Sec/Treas CLAG Inc.



CLAMF members that have a key to the gate at the club field at Seaford are advised that there is an additional barrier to the field in the driveway. The locks to this barrier and the original gate are keyed alike so please use your existing key to lock and unlock both padlocks.



Brian Gardner with his FAI model. Brian had a busy Nationals, not only did he compete he also was a contest director, opened and closed the gates at the flying field each day as well as looking after his business activities. *Photo from Ken Donnelly*

TARMAC Notes for November, December and January

A little too late for Christmas now, but you may be interested to know that David Kidd (one time Team Race ace and now master website builder) has just released a CD version of his website (see the picture of the disc box below).



David Kidd's Australian Control Line website is now available on CD as a souvenir and for people without access to the Internet. David had a few of these available for interested parties at the Nats and if you want more of them for gifts they can be ordered and mailed direct to anywhere in the world. To get one just send your name, your mailing address, (including postcode and country), and the name of this CD on a piece of paper, together with A\$20, and your CD will be sent by return mail. Mail these details to: Calvin Heidenreich, 288 John Street, Maryborough, Queensland 4650, Australia

I don't know why, but sometimes very useful ideas are often overlooked or ignored by workers even when the benefits are pointed out. Here is an idea that was given to me by my friend Graham Ockleshaw that no one but me seemed to show any interest in. And I am very glad that I did.

It is common practice to fit bench vices with soft jaws or 'Clams' made of soft aluminium or copper so that work clamped in the vice is not bruised or scarred by the hardened and knurled steel jaws. I used soft jaws for years, but was often irritated by the way that they would fall off as you opened the vice. This always seemed to happen when I had both hands occupied with the job in hand. I tried several methods of stopping this problem including using commercially available magnetised plastic and forming a set of the sheet metal type so that they locked in place.

The magnetic type didn't grip my work too well, but still managed to fall off from time to time and the formed sheet type was hard to take off when it wasn't wanted. Here is the answer to all my problems. A small diameter rod is riveted to the removable metal soft jaw. That slides into a hole drilled into the center of the hardened jaw piece to firmly retain the soft jaw, yet still allows it to be easily removed or replaced. The next question is how to drill into the jaw piece. Firstly, many of these bolted on jaws are not all that hard and they can be tackled with an ordinary HSS drill at very slow speed and with lots of lubricant. If yours resists that approach, you can try using a re-sharpened masonry drill with the tungsten tips modified so as to have slightly positive rake. In my case I cheated a little by using a spark eroder (EDM machine). Whatever the method used to achieve the end, it is worth the trouble so that you never have the irritation of soft jaws falling on the floor at critical moments.

Here is a photo of my (West Australian made) bench vice fitted with a set of soft jaws (sometimes called 'Clams') that never fall off. The front soft jaw is clipped firmly into place, but the piece from the rear jaw is sitting across the jaws so that the retaining rod can be seen. The short length of 5mm rod is riveted to the removable soft jaw. When it is fitted to the vice the rod slides into the hole that has been drilled into the center of the hardened and knurled jaw piece. This firmly retains the soft jaw, yet allows it to be easily removed or replaced.



News from the building boards is that Phil Trueman is busy working on his third GEO XL. It is lighter and more developed than his previous two copies of this Bill Werewage design. It couldn't be any straighter than the last one, and frankly I will be surprised if it flies any better. The present one seems to me to be perfect in every way. He is also working on an Urtnowski type 'Spitfire' stunter. Having just retired from the workaday grind he should have them finished in no time at all.

At the flying field lately we have seen Peter White who is the newest addition to the West Aussie stunt fraternity. He has been flying his 'Manito' design and an 'El Diablo' that dates back to the vintage days of stunt. Peter is still settling in and preparing to start building some new models. We were also visited by Alex Cunningham, a modeler who has been active since more or less the dawn of time. He was accompanied by son Lex who brought his beautifully built and very lightweight electric powered 'Super Zilch'.



Lex Cunningham's electric C/L Super Zilch. It is ultra light and flies on minimal power which restricts it to calmer weather flying.

We had a visit from a couple of instructors of a delegation of fliers who were visiting the Singapore Air Force base established at WA's Pearce AFB. A modeling instructor and a flying instructor. It seems that the Singaporeans have a very structured flying training program that starts in school where pupils are introduced to modeling classes and are graded on their performance. They then move through the different aspects of modeling to full size flying and the best of them end up in the air force. Philip Wong, the modeling instructor explained the process to us and if my (highly fallible) memory serves me correctly I think that he said that they presently have about 500 pupils currently enrolled in the modeling classes. (A heck of a lot more than we do.)

For those of you that are interested in such things, I found on the web page of American racer Dick Lambert a list of the people that he considers to be top ten F2C pilots in the world. Well up on this list that he hastens to assure us is not in any particular order (not even alphabetical) is that very active Australian race pilot Rob Fitzgerald. Here is the list in the order that Dick Lambert posted it:

Yuriy Bondarenko	Ukraine
Yuri Shabashov	Russia
Thierry Ougen	France
Rob Fitzgerald	Australia
Pascal Surugue	France
Aaron Ascher	USA
Bengt-Olof Samuelsson	Sweden
Vladimir Titov	Russia
Steve Smith	G Britain
Malcolm Ross	G Britain



Samples of the Noclass team racer wheels mentioned above.

If you are a keen follower of the changing trends in aviation, I have a couple of snippets from the world of full size aircraft.

Firstly I hear that the first of the five newly built replicas of the world's first operational jet fighter, the ME262 has flown successfully in the USA. The jet designated 'White 1' flew for 30 minutes on December 20th 2002.

Second is the news just released that a very old idea is now being tried yet again at Edwards US Air Force base. An F/A-18A with warping wings has just begun test flights. These experiments could lead to future aircraft equipped with wings that bend and shape themselves to maneuver in flight, rather than using flaps, slats and ailerons that do the work on current aircraft.

The wings of the former Navy jet were modified to make them less stiff, which allows them to flex by up to 5 percent. The twist is prompted by small movements of the ailerons and leading and trailing edge flaps. That changes the flow of air over the wings, inducing them to warp and turn the aircraft. Eventually, engineers envision wings that can warp on their own, eliminating the need for the flaps and ailerons altogether. The goal is to create aircraft that are as nimble as those flying today, but that have thinner wings that save on weight and thus fuel, increasing their range.

It would be interesting to know how they deal with the issue of flutter on this more flexible wing, since a lot of engineering effort has been expended over the years trying to make wings stiff enough to reduce that phenomenon.

A bit of product news for the team race people is that Glen Lewis in New Zealand is producing team racer wheels for sale from the Noclass MAC club shop. There are 2 sizes, 27 mm for F2C, 1/2A T/R and Goodyear, and 32mm for class B T/R. These wheels are said to be very well made and cost US\$7.50 each. Due to the vast array of mounting possibilities, the wheels are shipped without a center bush. The hole in the wheels is 5mm so this can be bushed as you like or if you wish bushes to suit your requirements can be ordered with the wheels. They can be ordered from the Noclass website at: www.noclassmac.com

I was going to finish this month by quoting from a poem by Shakespeare, but then I thought, why should I? He never quotes from the TARMAC notes.

SUMMERNATS

The biggest single entry in the control line events was for **Classic stunt**.

18 pre-1965 planes took to the air in a newly introduced pattern which saw PJ Rowlands (Nobler/OS35FP) narrowly beat Sydney's Reg Towell with his superbly finished Thunderbird/ST46. John MacIntyre demonstrated how much practice he had put in with his Lynx biplane but, despite his best efforts, the difficult to fly plane could only manage 7th against the keen competition.

Vintage stunt saw the very early stunters from the late 1940s and early 1950s dominate the results. The event went to Geelong's Doug Grinham using his Ringmaster/Frog 500 which finished ahead of Frank Battam's equally old Hot Rock before John Macintyre's fast flying Meteor complete with drop-out undercarriage. Derek Pickard's mid-1950's plane with a late OS 40FP engine was the first of the later designs to finish - in 4th place.

To cope with the large entry, the **F2B stunt** fliers were split in two classes: Expert and Advanced. After the four rounds over five days, Sydney's Mark Batty with a conventional Profile/OS40FP won his third Expert title when again his incredibly precise flying beat Paul Turner (ST46/Wind Wiper) and Brian Gardner (Renegade/Jett 60 pipe). PJ Rowlands got 4th. Tony Bonello (Eclipse/ST60) dominated the Advanced championship. The competitors used an intriguing range of planes and engines with one of the most popular engines being the Saito 56 with a total of five demonstrating their acrobatic power.

Report and pictures from Derek Pickard



Tops in Vintage stunt: Doug Grinham (left, Ringmaster/Frog 500), Frank Battam (Hot Rock/Fox 35), John Macintyre (Meteor/Fox 35) and Derek Pickard (All Australian/ Mk2/OS40 FP).



The Classic stunt winners: Peter Rowlands (left, Nobler/OS35) won Classic Stunt from Reg Towell (Thunderbird/ST46) and Frank Battam (Nobler/Fox 35).



PJ Rowlands won Classic stunt with his father's ageing Nobler/OS35 and came 4th in F2B Expert using his own Vortex/Moki 5 1.



Mark Batty, Paul Turner, Brian Gardner, Winners in F2B Expert Stunt

Nationals Picture Gallery



Richard Justic & Andy Kerr Vint 'A' "Voodoo"



Steve Rothwell's Vint 'A' "Voodoo"



The Vint 'A' "Voodoo" built by Mark Ellins



Harry Bailey & pitman Peter Roberts with Classic B "Backtrack"



Bob Fry and his Classic B



Graeme Wilson's Classic B "Double Dice"



Murray Wilson with the winning model in Junior Rat Race pictured with not so junior pitman Peter Van Meurs.



The Bendix model pit line up



Bellis/Stivey finished in 6th place in Bendix



Left:- P.J. Rowlands on his way to winning Classic Stunt

Right:- Mark Ellins is presented with the C/L Champ of Champs trophy from contest director Jim Ray



Nationals Picture Gallery Pics by John Hallowell



Left:- Bob Fry (Bendix) winner with a new Aust record time.



Right:- Mark McDermott and John Taylor with the Classic B "Rocket"



Left:- John Taylor (Bendix)



The Vint A "Elliptical" model flown by Camps/ Pilgrim and placed second in the final.



Kieth Baddock and his model "Nemisis" blew a plug at the first pit stop in the Bendix final.



Bonnello/Heath had to be content with third place in the Bendix final.



Murray Wilson (Junior Champ of Champs) flew well at the Nationals in his first ever Bendix competition.



Mark McDermott had the misfortune to blow a big end in his Nelson before the first race. He suffered a similar misfortune with his Nelson 29 in Classic B team race.



The two pictures above (F2C team race and Andy Kerr speed) were taken by Jim Stivey, who used his digital movie camera to 'capture the moment' with some still frames. Top shots!

VINTAGE A at the 2003 NATS.

Great weather greeted contestants early on Thursday, January 2nd, 2003 for the start of Vintage A team race, traditionally one of the most hotly contested control line events at a Nationals. This year was no exception with just seconds between the top five teams

Dual winners Paul Stein and Rob Fitzgerald were nowhere to be seen in the line pits. Paul had to work and so Rob assisted Glenis Ray to run the event. Interstate rivalry has always been part of Vintage A and it was good to see the Nationals was flown in a highly competitive yet friendly and good spirited way.

Peter Camps and motor guru Stan Pilgrim have always performed well at major meets, rarely missing qualifying for the last three. Just like last year, they blitzed the field in 'the fastest time of day' stakes with an impressive 3.26.32. These two have not yet won a Nats. They surely will sometime. Could this be the year?

Mark McDermott has reeled off a stunning world's best 3.16 heat a few months ago back in Queensland, but he had a few problems in Albury such as a loose needle valve. Despite Harry Bailey's best efforts on the handle, a best 90 lap time of 3.31.09 tipped them out of 4th place by 9/100th of a second.

Steve Rothwell has been working hard on his original Oliver replica project. Of the initial run of 50, most have now been ordered. Delivery will be during this year. These exciting new motors are certainly impressive, being very fast with excellent laps. The best time for Rothwell /Hines team was 3.31, which was just 1.25 secs shy of the time needed to make the final.

Brian Hoggan was smart enough to enlist the flying services of a top flier like Hugh Simons, the current World Junior F2A Champ. However, Brian's good looking Nike was not going as quick as the setup he used to win a recent Vic. State title with and had to be content with a 3.41.

Andy Kerr and Richard Justic were right on the pace as usual. The Voodoo 5 and Andy's specially prepared original Oliver with APC 7 x 7 had heaps of laps in practice, recording over 80 on one tank...hey Andy, you only need 60! In the heats, they slipped under 3.30 by .25 second. Good enough to be among the top three.

The NSW challenge was taken up by Victorians John Hallowell and Keith Baddock who realised after the first heat they needed to make something happen. A bold decision to 'up the comp and lean the needle' paid instant dividends with a 3.29.56 in the second round.

Previous winners Graeme Wilson and Mark Ellins were down a touch in speed as they became familiar with the settings of the new motor that Andy Kerr has tweaked for them. With another second for 10 laps airspeed, they would have been in with a big chance.

Of the other Victorians, Jim and Colin Ray were also going very well in practice. In the heats, the 'Cosmics' recorded a PB of 3.40. Part of Australia's very first 3 up Vintage A team race in October, 1988, the 'Dream Team' of Ken and John Hunting have often tasted success. This time they had a morning they would rather forget. As the song goes, "Some days are diamonds, some days are stones..." And race day was rock bottom for the Dreamers..

It was great to see the West Australian contingent competing. Richard, Bob, Jim and Alasdair kept everyone honest, but did not manage to scare the pants off any of the top teams from the eastern states. Their best bet would have been to beg, borrow or steal that magnificent near scale Hawker Tempest Vintage A racer from Charlie Stone and Norm Kirton. From what I hear, it's a definite winner and should be a big threat at the next Nats at Easter, 2004 in the picturesque state of W.A.

The final was going to be a beauty. There was the new all white Voodoo1 of John Hallowell and Keith Baddock using a motor with an old 'Timmy Tiger' piston and liner fitted by Robin Heirn to one of his MRS modified CS Olivers. Stan Pilgrim was using one of his specially tuned motors in a nice looking 'Elliptical' and looked a big chance with his tall pilot Peter Camps. Andy Kerr and Richard Justic are the record holders in this event. They were always going to be

a big threat if they can get over 60 laps and eliminate a stop. Andy is renowned for high lappage with his original Olivers.

At the CD's shout of 'Go', all mechanics had their racers quickly away. All models were fairly even with very little difference in speed. The race then began to unfold. Andy had pushed the limits of his settings a fraction too far and his motor went off. Richard's grimaces in the middle told the story. Then the Camps/ Pilgrim model came in first, obviously short of the expected laps. Hallowell / Baddock continued circulating and came down around 50 laps. At least their race was going to plan. Keith had given his pilot a near perfect setting. All John had to do was keep the Voodoo in the air.

And that's the way it finished. With John & Keith romping home absolutely delighted in 7.12 to win by over 20 seconds from Peter and Stan who ran out of fuel 2 laps short and Richard and Andy who lost their setting and any chance of a victory.

Results of Vintage A at the 2002/3 Albury Nationals;

1. Hallowell / Baddock	3.43.12	3.29.56	7.12.78
2. Pilgrim / Camps	3.26.32	3.39.16	7.33.00
3. Justic / Kerr	3.35.84	3.29.75	7.48.31
4. Rothwell / Hines	3.31.00	3.57.15	
5. Bailey / McDermott	3.44.81	3.31.09	
6. Wilson / Ellins	3.38.81	3.39.51	
7. Simons / Hoggan	3.41.09	3.46.40	
8. Ray/Ray	3.40.32	3.44.59	
9. Wilson / Van Meurs	4.15.10	3.55.75	
10. Bellis / Stivey	4.40.00	4.19.78	
11. Fry / Taylor	5.38.65	4.33.19	
12. Hunting / Hunting	6.04.41	DNF	

John Hallowell
VH 1984.

CLASSIC B at the 2003 NATS.

What a beautiful day...plenty of sunshine, blue sky, light breezes and well mowed green grass. Perfect for Classic B Team Racing. In the now famous words of Contest Director Fiona Wilson, "They went round and round, up and down and made lots of noise" I'm sure she wasn't really serious about the noise...it's just that she doesn't normally watch from up close. Thanks Fiona for a great job!

There were a wide variety of models. Some stars from the 60's like the Galaxie, Crescendo Double Dice and Dalesman and a gaggle of own designs, all conforming to the rules of 1965. The engines at the field included OS FP 25's, LA 25's, a Thunder Tiger 25, an ETA 29 replica and an American motor Norvel 25 with a ceramic liner. Surprisingly, no Enya 29's were seen. Where was Peter Hatherell? He usually does well with his Enya.

Nine teams entered and eight made the starting line. An indication of the even field was that all eight teams recorded an official time of under 4 minutes. Mark McDermott and Richard Justic set the pace in practice, circulating solo at 116mph, or 15.5 seconds for 7 laps.

That's almost exactly what the best ETA 29's managed in the early sixties. Their all white 'Rocket' was fitted with an OS 25FP with Robin Heirn's standard M.R.S. modifications. This particular motor has excellent compression. It proved its performance in the first heat with a new heat record of 3.06.94. Mark was understandably wearing a smile a mile wide. In fact it resembled a Hammond organ. Yes, he was pleased, as were his support crew of Peter Morandini and John Taylor.

Graeme Wilson and Mark Ellins were certainly quicker than last year with the red 'Double Dice'. Their PB heat time of 3.19.66 was going to make it difficult for other teams to make the top three. Their vast experience and well oiled, smooth teamwork gave these two a distinct advantage. They really know the ropes.

Jim and Colin Ray were full of expectation. It's time they won another big Classic B race. It would certainly please Glenis... Their LA 25 was running fast with good laps and the Cosmics just needed a touch of luck to be on the money. However, the Gremlins once again were taking a ride on the Firebrand's orange wings. Little things went wrong and scuttled the dream of a Nats win.

Last years winners John Hallowell and Keith Baddock had been trying hard to get their gear working well enough to successfully defend their title. Despite testing three other models during the year with LA 25's, they decided to again go with the 25FP and 'Flying Purple People Eater'. The new 'Swooper' was close to the pace and recorded the smart heat time of 3.14.44, despite a landing bounce that probably cost a chance of equalling the heat record. Never mind, there's a long year ahead.

Harry Bailey and Peter Roberts had the new Backtrack howling away and looking good in practice. Unfortunately, the FP 25 was not going quite as well as it should and it was asking a lot for it to stand up and be counted in this fast company at the Nationals. A laying of hands by motor guru Robin Heirn is required to get this donk back to being fit for the fray. By Easter, the 'Backtrack' should be dangerous.

Bob Fry and Alasdair Taylor practiced with the ETA / Crescendo combination and then settled on their reserve, a borrowed 'Antares' with a new LA 25. The racer was showing good speed but these models each seem to need a different starting technique. So slower than normal re-starts put paid to their chances.

The surprise packet of the event was without doubt the 'Dalesman' and Norvel 25 of Dave Currie and Andy Kerr. Actually, I think Andy was surprised that Dave didn't go a bit heavier on the wing tip weight... In standard trim using a small 5mm venturi, this setup showed great potential. The plain bearing Norvel .25 claims to have the highest power-to-weight ratio in its class and, due to its ceramic technology, use up to 25% less fuel than ABC type engines. Now that could be useful for Team Race!

The Norvel runs an aluminium piston in a ceramic coated aluminium cylinder (Revlite technology) Horsepower is rated at 0.85 at 15,500 rpm. Compare that to the LA 25's rating of .6 at 15,000. (Incidentally, a 40 year old OS Max 111 29 also credited with .6) The Norvel's weight with muffler is 8.03 oz. I have seen these motors advertised new on the net for as little as US \$59.95. I hope Dave persists with his development and I am sure a few more of

these motors will surface in Classic B sooner rather than later. For the record, any modern motor used in Classic B team race MUST be produced by the manufacturer as a plain bearing engine. This means you *can't* go buy a \$900 eight port Rossi .21, fit a plain bearing sleeve instead of the ball race and start racing in the Classic circle.

The brothers Hunting were fast tracking development of their Thunder Tiger racer. They have swapped piston and liners around and changed heads and venturis. Bad news is that the cracking pace they are after has so far been elusive. After making the final last year, it was to be time keeping duties for the Dream Team.

Showdown time. When all the bull stops and it's down to business. The slick stops of Graeme and Mark's D.D. were up against the raw speed of the 'Rocket' and the 'F.P.P.E.'. All mechanics gave their teams a flying start and the pilots were rotating in a tight circle. The 'Flying Purple People Eater' passed the 'Rocket' during the first tank and from then on there was nothing between the two.. It was going to be decided on the speed of the pitstops and the laps.

The 'Rocket' was going to be marginal with laps as it was running a venturi almost 25% larger than the P.P.E. Wilson / Ellins had lightning stops but could not match the airspeed of the other two. The worst fears for Richard and Mark materialised as the 'Rocket' stopped short on range and glided into the pits. Mark did not look to be a happy camper...even though he was staying in a nice caravan park. It was 'goodnight nurse' and their lights went out. Graeme and Mark Ellins grabbed the opportunity and shot past into second place. The F.P.P.E. had long finished, capping off Keith and Robyn Baddock's smart work in the pits. It was back to back wins at the Nationals for this team.

Results were;

1. Hallowell / Baddock	3.14.44	3.17.44	6.19.93
2. Wilson / Ellins	3.24.25	3.19.66	6.34.55
3. Justic / McDermott	3.06.94*	3.14.16	6.37.43
4. Ray / Ray	3.24.69	3.33.78	
5. Bailey / Roberts	3.26.22	3.26.44	
6. Fry / Taylor	3.55.69	3.33.66	
7. Hunting / Hunting	4.22.69	3.54.82	
8. Kerr / Currie	3.56.01	DNF	

- New Heat Record

John Hallowell
VH 1984.

BENDIX at the 2003 NATS.

Nine teams lined up to race in ideal conditions. Contest Director Ken Hunting completed all the safety checks and soon the event was underway. The head to head battle between the top teams from W.A., QLD, VIC & NSW was much anticipated. This was somewhat dampened when the McDermott Shark was withdrawn during practice with engine failure.

Mark is as keen as mustard about his Bendix racers. To

come all that way from Ipswich and not be able to fly against the others was a real kick in the guts.

Defending champs Bob Fry and Alasdair Taylor came from even further across the country and really set the ball rolling with a top gun like 3.22.86 with their big case Nelson and Shoestring combination.

The Keith Baddock built Nemesis was expected to really challenge the W.A. champs. It had a slight edge on speed but blew a plug in the first heat. The pressure was on in round two. Keith and John responded and a FTD and new heat record of 3.22. This time beat the old heat record of 3.22.55 set last year by Bob & Alasdair. Only 10ths of a second separated the top two teams. It showed just how close the racing was

The evergreen dynamic duo of Tony Bonello and Andrew Heath were always going to have a big say in the composition of the final, particularly with McDermott watching from the fence. The OPS 'Sparrowhawk' was sounding great and flying fast and smooth. Their first round 3.33 meant that the other teams were under the pump. The pressure was on. Who was going to crack?

Junior champ and Top Gun test pilot Murray Wilson flew sensationally well in his first ever flights of a big Bendix with a Nelson 29. With a few more laps and a bit more speed, the potential of this model could be realised. Perhaps a N.36 is the answer. Murray's smooth landings gave chief mechanic Mark Ellins an armchair ride in the pits. Dad's position as a future Bendix handle holder may well be in jeopardy.

Another big hope was Queensland's John Taylor. His Super Tigre.34 motor had the necessary grunt and he had John Hunting flying for him. They made the final last year but could only manage a best of 3.40 this time. Richard Bellis and Jim Stivey flew well and were consistent, but lacked the outright speed of the other W.A. team. Jim was always smiling, so at least we know he was having a good time.

Jim and Colin Ray were there waiting for any slipups from the more fancied combinations. This time it didn't happen. I'd like to see a Nelson in the nose of their Ray Cote Shoestring. Peter Camps and Nowra Nats winner Ian Gapps enjoyed the event, but they know you've got to post a time of well under 4 minutes, or it's a case of helping out with the lap counting while the 160 lap dash takes place.

The final was a cracker. In fact you could say it exploded for Keith and John when they blew a plug at the first stop. The Jim Stivey video replay showed they lost at least 15 laps and any chance of a record breaking win. That's what happens when you race on the ragged edge! At least the Nemesis managed to pass the Shoestring...a small airspeed victory of some sorts...but the major honours were again the property of Bob and Alasdair. A smashing win in an amazing 6.54.31, a time that blew the old record to pieces. Alasdair's pitwork was superb, with good catching and fast restarts. They really deserve to hold the title of 'Captain Bendix' for the next 14 months. Bonello / Heath soldiered on but needed more mph to threaten this race. Tony was heard to say after the race that it might be time to consider using a Nelson engine.... However, I think Andrew would prefer to further develop the existing OPS setup. Let's see what happens. Roll on the 57th Nats at Busselton, WA.

Results of Bendix Team Race at the 56th Nationals;

1. Fry / Taylor	3.22.86	3.59.90	**6.54.31
2. Hallowell / Baddock	3.59.59	*3.22.37	7.33.52
3. Bonello / Heath	3.33.43	69 laps	7.55.11
4. Hunting / Taylor	3.40.16	4.17.28	
5. Camps / Gapps	3.57.97	72 laps	
6. Bellis / Stivey	4.40.61	4.14.60	
7. Wilson / Ellins	4.36.97	4.24.41	
8. Ray / Ray	4.27.20	4.29.00	
9. Justic / McDermott	DNS	DNS	

Junior 2.5cc Combat		state	1	2	3	4	pts
1.	Murray Wilson	VIC	W	W	B	W	3
2.	Michael Comiskey	NSW	W	L	W	L	0
3.	Ryan Comiskey	NSW	L	W	L		-1
4.	Lachlan Hines	NSW	L	L			-2

John Hallowell
VH 1984.

56TH Australian Nationals Control Line Results

FAI F2A Speed		state	rd 1	rd 2	rd 3	km/h
1.	Richard Justic	NSW	N/T	12.71	14.36	283.32
2.	Hugh Simons	NSW	12.72	12.825	12.736	283.09
3.	Robin Hiern	VIC	N/T	13.09	12.80	281.32
4.	Stephen Rothwell	NSW	14.13	N/T	12.95	278.07
5.	John Walker	NSW	14.83	N/T	13.10	274.88
6.	Noel Wake	VIC	N/T	N/T	16.08	223.94

FAI F2B Aerobatics – Expert		state	rd 1	rd 2	rd 3	rd 4	best 3
1.	Mark Batty	NSW	2630.5	3033	2835.5	2902.5	8771.0
2.	Paul Turner	NSW	2626	2917.5	2836.5	2878	8632.0
3.	Brian Gardner	NSW	2605	2871.5	2786	2833.5	8491.0
4.	P.J. Rowland	VIC	2515.5	2889.5	2728	2816.5	8434.0
5.	Brian Eather	NSW	2656	2834	2819.5	2730	8383.5
6.	Reg Towell	NSW	68	2717	2724	2710	8151.0
7.	James Batty	NSW	2373.5	2712	2672	2718.5	8102.5
8.	Doug Grinham	VIC	2240.5	2631.5	2569.5	2542	7743.0
9.	Dallas Hanna	NSW	2444.5	2524	2626	2580	7730.0
10.	Timothy Gee	NSW	2210	2494	2546.5	2586	7626.5
11.	Bruce Hoffman	NSW	2093	2599	2514.5	2408.5	7522.0
12.	Doug Harlow	VIC	2286.5	2487	2404	2429	7320.0
13.	Frank Battam	NSW	1940.5	1775	2267.5	2351	6559.0

FAI F2B Aerobatics – Advanced		state	rd 1	rd 2	rd 3	rd 4	best 3
1.	Tony Bonello	NSW	2504	2460.5	2436.5	2603	7567.5
2.	Mark Ellins	VIC	2137.5	2390.5	2515.5	2554	7460.0
3.	Geoffrey Ingram	VIC	2171	2366	2399.5	2622.5	7388.0
4.	John McIntyre	NSW	2343	2401.5	2396.5	2457	7255.0
5.	Derek Pickard	VIC	2072	1827.5	2021.5	2282.5	6376.0
6.	Denver Harvison	NSW	1808	1930.5	2076.5		5815.0
7.	Michael Hawkey	SA	1862.5	1857.5		2042	5762.0
8.	Peter Rowland	VIC	931	1534	1316	1311	4161.0
9.	Ken Taylor	VIC	1411.5	244	1621.5	756	3789.0
10.	David Simons	NSW	2119.5				2119.5

FAI F2C Team Race		state	rd 1	rd 2	rd 3	final
1.	R.Fitzgerald/M.Ellins	SA/VIC	3:33.59	3:27.19	3:19.30	6:50.84
2.	R.Justic/R.Owen	NSW	3:37.81	DNF 81	4:15.56	7:19.06
3.	G.Wilson/P.Stein	VIC	3:29.25	3:21.46	3:25.66	DNF 38
4.	G.Knight/G.Potter	NSW	DNF 98	3:46.50	3:38.29	
5.	G.Potter/R.Harvey	NSW	DNF 50	3:54.25	3:40.22	
6.	H.Simons/D.Bailey	NSW/ACT	3:52.13	3:55.09	DNF 96	
7.	C.Ray/K.Baddock	VIC	DNF 52	4:16.84	3:57.88	
8.	K.Hunting/J.Hunting	VIC	4:46.59	4:39.79	4:30.87	
9.	R.Bellis/J.Stivey	WA	4:52.59	DNF 41	DNS	

FAI F2D Combat		state	1	2	3	4	5	6	pts
1.	Robert Owen	NSW	L	W	W	B	W	W	3
2.	Graeme Wilson #	VIC	W	W	W	L	L	L	1
3.	Keith Baddock	VIC	W	W	L	W	B	L	1
4.	Daniel Rich	VIC	W	L	L				-1
=5.	Michael Comiskey (J)	NSW	L	L					
-2									
=5.	Michael Comiskey	NSW	L	L					-2

= winner of flyoff for 2nd & 3rd

Class II Team Race		state	rd 1	rd 2	rd 3	final
1.	G.Wilson/A.Lumsden	VIC	3:24.56	4:04.40	2:56.99	8:09.50
2.	H.Bailey/M.Ellins	VIC	Disq	2:59.78	dns	disq 46
3.	C.Ray/J.Ray	VIC	3:14.00	DNS	3:29.07	disq 36
4.	M.McDermott/J.Taylor	QLD	3:19.94	DNS	DNF 0	
5.	K.Hunting/J.Hunting	VIC	3:37.17	3:31.34	3:20.53	
6.	R.Fry/A.Taylor	WA	3:40.84	DNF 25	DNS	
7.	R.Owen/R.Justic	NSW	DNF 20	DNS	DNS	

Combined Speed		state	cl	rd 1	rd 2	rd 3	%
1.	Robin Hiern	VIC	5	14.02	DNS	DNS	105.7
2.	Robin Hiern	VIC	1	14.696	14.64	DNS	101.9
3.	Noel Wake	VIC	5	15.05	15.07	14.77	100.3
=4.	David Curry	NSW	3	N/T	12.32	11.00	100.0
=4.	Robin Hiern	VIC	4	12.98	13.20	DNS	100.0
6.	Noel Wake	VIC	1	15.46	15.30	15.27	97.7
7.	Noel Wake	VIC	4	14.81	DNS	DNS	87.6
8.	Robert Fry	WA	4	N/T	DNS	DNS	0.0



Jet Speed		state	cl	rd 1	rd 2	rd 3
1.	Robert Fry	WA	F	10.32	10.49	N/T
2.	David Axon	VIC	S	12.96	N/T	14.42
3.	John Taylor	QLD	S	17.03	17.01	N/T
4.	Robert Fry	WA	S	12.82	12.61	12.62
5.	David Axon	VIC	F	N/T	13.55	DNS
=6.	Alasdair Taylor	WA	S	DNS	N/T	DNS
=6.	John Walker	NSW	S	DNS	ATT	DNS

Night Scramble		state	total	discipline
1.	Ray Pike	VIC	939	R/C
2.	Bruce Hoffman	NSW	918	C/L
3.	Tahn Stowe	NSW	819	F/F
4.	Andrew Heath	NSW	793	C/L
5.	James Stivey	WA	680	C/L-F/F
6.	Robert Fitzgerald	SA	605	C/L
7.	Greg Jenkinson	VIC	551	R/C
8.	Graeme Wilson	VIC	548	C/L
9.	Keith Baddock	VIC	487	C/L
=10.	Vernon Gibson	VIC	477	R/C
=10.	Tom Luke	NSW	477	F/F
12.	David Hegarty	NSW	473	F/F
13.	Jim McFall	NSW	458	F/F
14.	Danny Maslowicz	VIC	431	F/F
15.	Michael Gapps	NSW	333	C/L
16.	Alan Lumsden	VIC	246	C/L
17.	Richard Bellis	WA	194	C/L
18.	Derek Pickard	VIC	40	C/L
19.	Graham Porter	NSW	37	F/F

2.5cc Rat Race		state	rd 1	rd 2	final
1.	M.Ellins/A.Lumsden	VIC	130	275	545
2.	J.Hunting/K.Hunting	VIC	260	115	384
3.	R.Owen/R.Justic	NSW	263	DNS	269
4.	C.Ray/J.Ray	VIC	200	238	
5.	R.Bellis/J.Stivey	WA	190	210	
6.	D.Rich/E.Rich	VIC	179	187	
7.	H.Simons/M.McDermott	NSW/QLD	63	DNS	

Junior 2.5cc Rat Race		state	rd 1	rd 2	final
1.	Murray Wilson	VIC	105	99	212
2.	Lachlan Hines	NSW	71	1	155
3.	Michael Gapps	NSW	51	48	72

Goodyear		state	rd 1	rd 2	final
1.	R.Fitzgerald/G.Pretty	SA	3:23.72	DNS	7:26.20
2.	J.Hallowell/M.McDermott	QLD	4:08.16	4:02.72	8:17.15
3.	R.Justic/R.Owen	NSW	3:51.75	DNS	8:45.00
4.	G.Wilson/M.Ellins	VIC	4:06.97	DNF 45	
5.	C.Ray/J.Ray	VIC	4:07.04	4:08.81	
6.	R.Fry/A.Taylor	WA	4:14.31	4:07.62	
7.	H.Bailey/M.Poschkens	VIC/SA	4:15.03	4:14.50	
8.	R.Bellis/J.Stivey	WA	4:34.32	5:32.78	
9.	J.Hunting/K.Hunting	VIC	5:34.63	DNF 79	

There will be more reports and pictures from the Nationals in next months edition of ACLN

Mini Goodyear		state	rd 1	rd 2	final
1.	G.Wilson/M.Ellins	VIC	3:29.38	DNS	7:24.85
2.	J.Hallowell/K.Baddock	VIC	5:08.56	3:51.29	8:07.03
3.	C.Ray/J.Ray	VIC	4:53.32	3:55.72	9:06.12
4.	H.Bailey/P.Roberts	VIC	4:30.25	4:08.00	
5.	M.Wilson/R.Fitzgerald	VIC/SA	4:37.97	4:26.38	
6.	J.Hunting/K.Hunting	VIC	6:01.07	4:49.18	
7.	R.Justic/M.McDermott	NSW/QLD	5:00.12	4:52.29	
8.	R.Fry/P.Van Meurs	WA/VIC	6:02.75	DNF 90	

Vintage Stunt		state	static	fl 1	fl 2	static+best fl
1.	Doug Grinham	VIC	120	301	319	439
2.	Frank Battam	NSW	115	303	304	419
3.	John McIntyre	NSW	106	289	298	404
4.	Derek Pickard	VIC	83	305	282	388
5.	John Raymond	QLD	106	253	279	385
6.	Ken Taylor	VIC	102	256	278	380
7.	Geoffrey Ingram	VIC	100	275	274	375
8.	Ken Maier	VIC	97	275	254	372
9.	Robin Hiern	VIC	105	266	251	371
10.	Terry Matthews	VIC	111	234	247	358
11.	John Boys	VIC	109	73	242	351
=12.	Denver Harvison	NSW	76	255	115	331
=12.	Alan Matthieson-Harrison	VIC	90	241	239	331
14.	Michael Hawkey	SA	66	263	212	329
15.	Mark Usher	VIC	79	213	238	317

Open Combat		state	1	2	3	4	5	6	pts
1.	Richard Bellis	WA	L	W	W	W	W	W	4
2.	Michael Comiskey (J)	NSW	W	B	W	W	L	L	1
3.	Robert Owen	NSW	L	W	W	L			0
4.	Ian Amaira	VIC	W	W	L	L			0
5.	Michael Comiskey	NSW	W	L	L				-1
=6.	Brian Burke	QLD	L	L					-2
=6.	Ken Maier	VIC	B	L	L				-2

Classic Stunt		state	rd 1	rd 2	best rd
1.	P.J.Rowland	VIC	2038.5	2032	2038.5
2.	Reg Towell	NSW	2023.5	2031	2031.0
3.	Frank Battam	NSW	1881.5	579	1881.5
4.	Doug Grinham	VIC	1854	1770.5	1854.0
5.	Geoffrey Ingram	VIC	1622.5	1594	1622.5
6.	Derek Pickard	VIC	1565	1298.5	1565.5
7.	John McIntyre	NSW	1459	1346.5	1459.0
8.	David Nobes	VIC	1432	1170.5	1432.0
9.	Michael Hawkey	SA	1321		1321.0
10.	John Raymond	QLD	1201.5	490.5	1201.5
11.	John Hallowell	VIC	243	1198	1198.0
12.	Ken Maier	VIC	1163.5	1115	1163.5
13.	Peter L. Rowland	VIC	201	1019.5	1019.5
14.	Alan Matthieson-Harrison	VIC	978	943.5	978.0
15.	Mark Usher	VIC	910.5	959.5	959.5
16.	Ken Taylor	VIC	44	0	44.0

Triathlon		Stunt	pts	Rat race	pts	Combat	w/l	pts	total points
1.	Mark Ellins	129	9	76	8.5	440	W	9.5	27
2.	Keith Baddock	134	10	76	8.5	109	W	6	24.5
3.	Graeme Wilson	124	8	73	5.5	440	W	9.5	23
4.	Murray Wilson	105	5	77	10	120	L	4	19
5.	John Hunting	61	3	75	7	190	W	8	18
6.	Robert Owen	119	7	36	2	181	W	7	16
7.	Richard Justic	112	6	67 NPS	1	128	L	5	12
8.	Robyn Baddock	56	2	73	5.5	111	L	3	10.5
9.	Harry Bailey	94	4	69	4	29	L	1	9
10.	Ken Hunting	54	1	57	3	76	L	2	6

WANTED

Plan or kit of Aeroflyte "Hurricane" 1.5cc stunter.
 I also want a NIB O.S. Max 3.35 engine and could trade a NIB A.H. Amco 3.5cc BB diesel.
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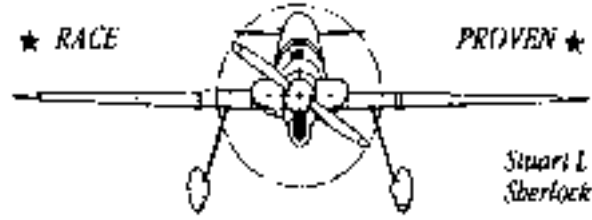


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F2ACW03	6 X 6.4	
F2C04	6.3 X 6.1	
F2C05	6.3 X 6	Supercool
F2C06	6.8 X 5.8	First in Racing
F2B	11 X 5	

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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"

GET WELL MESSAGE

Readers that attended the Nationals will be aware that Lachlan Fairall, a junior flyer from NSW, suffered a stroke shortly before Christmas.

Tim Gee originated the idea of a collective "get well" gift. Hugh Simons suggested and organised a "Nationals shirt". There were over 120 signatures on the shirt; I think that very few competitive C/L modellers would have missed out. The shirt was presented to Lachlan in Newcastle the following week. The smile on Lachlan's face was worth the effort - big time! Thanks to everyone for their contribution!

Lachlan is now in a rehabilitation clinic & may be able to return home in a few weeks, if he continues to improve. On behalf of all ACLN readers we wish Lachlan a speedy recovery.

□
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AUSTRALIAN CONTROL LINE NEWS

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**SURFACE
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Results of F4B Control line Scale at the Nationals

Pilot	Static	Round 1	Round 2	Round 3	Total	Place
HOFFMANN BRUCE	1477.5	1033.0	1115.0	DNF	2551.5	1
OGLE ANTHONY	1080.0	1157.0	1294.0	1366.0	2410.0	2
SHURMER WARREN	1045.0	1092.0	835.0	1029.0	2105.5	3
HARVISON DENVER	1349.0	453.0	708.0	763.0	1349.0	4
LAMONT JOHN	1415.0		909.0		1869.5	5
SUNDERLAND GARY	1342.5	144.0			1414.5	6
OGLE RAYMOND	1140.0	326.0			1303.0	7
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