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THE VOICE OF CONTROL LINE  
AEROMODELLERS FROM  
AROUND AUSTRALIA

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Number 66



Produced by the Victorian Control Line Advisory Committee

May 2003

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**Copy Deadline for next issue is:  
Wednesday 21st May 2003  
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**

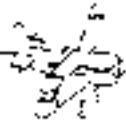
Contest results should be tab delimited, ie use a single tab between each column of results, if submitted by disk. This makes formatting much easier on the editor. Harry Bailey. 37 Thompson Street. Clayton VIC. 3168.

Telephone (03) 9543 2259.

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



# COMING EVENTS



## CONTROL LINE CONTEST CALENDAR 2003

MAY 4	Vintage "A" Team race, Aust "A" Team race.	SMAC
MAY 4	CLAG Country Flying Day	KNOX
MAY 18	<b>FAI &amp; Combined Speed,</b> Triathlon (Artmil Trophy), <b>1/2 A Team race.</b>	CLAMF
MAY 18	Vintage Stunt	Brimbank Falcons
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	<b>FAI Team race, Goodyear,</b> 1/2 A Combat, FAI & Modified Combat.	CLAMF
JUNE 22	Vintage Stunt, Combined Speed, Vintage "A" Team race.	KMAC
JULY 6	Simple Rat race (whipping permitted).	SMAC
JULY 13	<b>FAI &amp; Combined Speed,</b> Jnr 2.5cc Combat, <b>Mini Goodyear,</b> Jnr 2.5cc Rat race.	CLAMF
JULY 27	FAI (Stuntmasters ), Novice & Jnr	KMAC
AUG 3	Simple Combat.	SMAC
AUG 10	<b>FAI Team race, 2.5cc Rat race,</b> 1/2 A Combat.	CLAMF
AUG 16, 17	Events to be advised	Bendigo
AUG 24	Classic Stunt, Vintage "A" Team race, Combined Speed.	KMAC
SEPT 7	Classic Stunt, Vintage Stunt, Aust "A" Team race, Classic "B" Team race, Simple Combat.	Warragul
SEPT 14	Vintage "A" Team race, Aust "A" Team race.	SMAC
SEPT 21	<b>FAI &amp; Combined Speed,</b> Simple Rat race, 1/2 A Team race.	CLAMF
SEPT 28	FAI, Novice & Jnr Aerobatics, Classic Stunt, Bendix.	KMAC

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

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

**BRCAC** Bendigo-Newbridge Rd . Marong

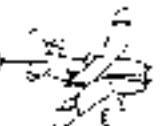
Contact :- S. Power 03 54 424 925

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

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



# COMING EVENTS



## CLAS 2003 CONTEST CALENDAR

DATE	CLUB:	EVENT:
3rd/4th/5th May	CLAS II 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 [johnndt@iprimus.com.au](mailto:johnndt@iprimus.com.au)

May 3,4,5, Qld C/L State Championships  
(except Scale events)  
N.B At CLASII FIELDS IPSWICH

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

Jun 8<sup>th</sup> 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.

## STUNT NEWS FROM DIXON

With the World Championships set for the US next year and various local fliers keen to make the Australian team, Tom Dixon has a couple of interesting points.

He says the US Nats could be moved closer to the Worlds to encourage overseas visitors to do both. Tom can supply planes (purchase or rent) for the duration of the event. Contact him for details.

Also, his new "list" is available for \$US5. This 25 page document makes interesting reading as not only does it list all the many plans he does but also his motors, bits and various other services.

Part of the Atlanta stunt business which is booming is his making ultra-light sheeted foam wings. The line-up includes all the vintage and classic favourites (Chief, Nobler, Thunderbird, etc) right the way back to the very popular 1947 Jamison Nats Favourite. Obviously, many modern F2B ships are listed.

Tom Dixon can be contacted at PO Box 671166, Marietta, GA 30066 US or fax 0011-1-770-5923-279.

Come along to the

# CONTROL LINE MODEL AIRCRAFT DISPLAY



**Sunday May 18 - 2003**  
**11 am to 3 pm**  
**South Barwon Reserve**  
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## Combat & Aerobatic Models


*A day to see models being built & the chance to fly one yourself...free!*

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F2ACW01	6 X 6.2	Bendix01 9 x 6
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F2ACW03	6 X 6.4	
F2C04	6.3 X 6.1	
F2C05	6.3 X 6	<i>Supercool .....</i>
F2C06	6.8 X 5.8	<i>First in Racing</i>
F2B	11 X 5	

## James (Jim) Carrall Dillon 1922 – 2003



AUS 7870  
Service Number 420644

Jim (Dad) passed away peacefully in Townsville on the 10 April 2003. He loved his control line model aircraft and maintained a keen interest even in his latest years. He participated in his last racing competition at the 52<sup>nd</sup> Nationals in Toowoomba at the age of 76. In the years since Toowoomba he picked up the handle once or twice to fly one of his favorite planes the "Peacemaker". He also enjoyed receiving videos of recent Queensland State Championships.

Jim was born in Casino in 1922 and finished school in 1937 at the end of the Depression. He had built and flown rubber powered free flight models in his early teen years. Trained for a banking career by studying book-keeping and business principles he walked the streets of Casino looking for work. He eventually had to take a job as an apprentice carpenter. He would spend his post war years in the building industry.

He enlisted in the RAAF in 1941 (he tried to join earlier but did not have the required morse code experience) and was sent to Canada for flight training. After 30 hours flying and graduating as Sergeant Pilot he stayed behind in Canada for 11 months as a flying instructor. He eventually made his way to England with his first operational flight being from Detling near Maidstone to escort Lancaster bombers to Weskapelle.

Jim started operational flying with the RAAF attached to RAF No. 1 Squadron in Spitfires, flying all types from Mk. 4 to Mk. 16. He was then transferred to RAF No. 611 flying Mustangs which had a greater range. His final operation of four hours and forty minutes was to escort Halifaxes and Dakotas towing American commandos in gliders for a major allied operation. His total flying time was 1148 hours. This included two close calls one while he was an instructor landing with a student. A second plane landed on top of him. Another time his plane caught fire during a practice for a machine-gun exercise and he was forced to bail out. This entitled him to be a member of the famous Caterpillar Club. Discharged from the RAAF in January 1946 he returned to a career in the building industry in Australia.

His interest in control line started in 1969 when he purchased a Spitfire kit and a Taipan 2.5 by mail order while living in Mundubbera Queensland. In 1972 both Dad and I joined the Ipswich Lightning's Model Aircraft Club and this began Dads interest in competition flying. His favorite events were 2.5 Rat Race, 6.5 Rat Race and Goodyear although at one time he had examples of all classes of control line models. Our first major competition

was the 27<sup>th</sup> Nationals at Amberley. He subsequently attended the Loxton, Camperdown and other Amberley Nationals. He competed at Queensland State Championships from 1973 to 1989. His most treasured success was a second in Goodyear and a third in Open Rat at the Loxton Nationals.

In his retirement he built a house at Brunswick Heads, traveled around Australia a couple of times and mastered the computer. His email address was gremlinjim.com.

Dad will be sadly missed by his wife, children, grandchildren and great grandchildren. There is not enough room here to list all of his accomplishments. In an interview with the local Ipswich paper in 1987 he concluded with the following statement :- " It's been a full life and I've never regretted a moment of it".

Mark and Cheryl Dillon and Family.  
AUS 7868  
[Flyerdillon@hotmail.com.au](mailto:Flyerdillon@hotmail.com.au)



## TARMAC Notes for March and April

My recent request for some help with information and photos of early West Australian Control Line activity seems to have coincided with an increase in local interest in Vintage Stunt. I have had several contacts from folks offering information and also showing an interest in returning to C/L activity with vintage Stunt.

Most useful for my archival activities are photos that are complete with captions and the names of the occupants recorded on the back. Unfortunately, it seems that there were not all that many camera wielding modelers around in the early days. Or else the modelers themselves were gun shy and retreated into the shrubbery at first sight of a camera. Where photos are available, they are usually unlabelled, after all; who could forget old whatsisname? We now know the answer to that question is you, me and everyone else. So one of the problems that I have found is the identification of anonymous past modelers seen squinting in the bright 1950s sunlight.

At first I fondly imagined that I would just wave the pictures about in front of some of our elder statesman and they would instantly recognize everyone. But it isn't as easy as that. There seem to be lots of cases of 'That face looks familiar' but no one can remember the name of the chap in question. Old man Alzheimer is tightening his grip on the aeromodelling fraternity in no uncertain fashion. That is what happened when I showed some photos to Dicky Gibbs, but even though he can't name people, he instantly recognizes models, engines and all manner of odd items that I would need an electron microscope to even see.

I thought that I was on to something when I saw some of the shots were of guys clutching models labeled with the

old WA registration numbers that were used here before we had the FAI registration. I knew that Theo Merrifield had some of the records of those WA registration numbers and asked him for help to connect the numbers to the names of the holders. However, I found out from Theo that those WA numbers passed from person to person as their association memberships expired. So, even where the records still remain, it would be necessary to know the exact date of the photo (and that wouldn't be certain either). Still, it can be a help.

Many of the Aeromodellers that are still in action have surprised me by being amazingly modest. While being quite happy to produce reminiscences of other guys, they don't talk too much about themselves. Fortunately, others are more forthcoming. I have been sent a most interesting letter from Kim Ashton, with some details about his father Rod who was a very active modeler in the early days. Since it will no doubt stir a few memories for the older brigade as well as being of interest to any other readers, I propose to share that letter with you this month and will follow up next month with some reminiscences of the Perth Balsa Butchers MAC from Ray Sherburn who was one of Rod's competitive rivals more than fifty years ago.

Kim writes: Rod Ashton (my father) began building and flying models at ten years of age and worked his way up with his primary interest being Stunt.

In 1948 he opened West Coast Hobbies in Oxford Street Leederville in opposition to Timms' Hobby shop.

*Unearthed from a December 1951 model magazine is this advert for the model shop started by Rod Ashton and Don Hall.*

Rod flew in stunt competitions against his friendly main rival Ray Sherburn. Most of the time they were equals, each alternately winning competitions. In 1950 Rod won the West Australian Stunt Championships for the third time in consecutive years. He flew a Hal DeBolt designed 'All American Senior' powered by a Fox .35 stunt engine. He also built and flew the Veco Squaw, Veco Chief, Monitor and Ringmaster. He used a Jim Walker U-Reely control handle that is still operational today. I used it for 30 years. Rod and some of the boys from the Thermal Thumbers and Mercurians clubs would do demonstrations at the Perth royal Show. He also competed in the Nationals Stunt

champs in Adelaide.

Other flying venues were Perth Oval, the Esplanade, Langley Park and the Causeway. These were the days of no mufflers and a more tolerant public. You could fly at footy ovals and local parks and litigation wasn't even heard of.

He fitted home made floats to a 'Stunt Queen' and flew aerobatics over water along with Don Hall (of 'Speed Shop' fame) who had a 'Tempest' on floats. Floats were also fitted to the 'All American Senior' successfully.



*Rod Ashton with his Fox .35 powered 'All American Senior'. The control handle was a Jim Walker U-Reely. Taken 1950. (Photo from Kim Ashton.)*

Rod flew team race for a while in partnership with his good friend Don Hall flying a 'Quest' a lovely looking Spitfire style of model. Other good flying friends were Noel Mitchell (a true craftsman who built beautiful models), Dick Gibbs and Roy Farren.

Rod had a break from modeling for a few years between 1953 and 1963. At 10 years of age I was fossicking through old modeling boxes and discovered the original DeBolt plans for the 'All American'. It was decided that he would help me build an 'All American junior' to start in control line. I flew it for several years. In 1966 the DeBolt plans emerged again and we built an OS .35 powered full size 'All American'. The fuselage was fitted with dowel plugs to accept float gear legs. We flew this for quite a few years on and off water. (Standing knee deep, stunting over water was a strange sensation) Take offs and landings were a lot of fun. We used the same floats that had been saved from the 1950s model.



*Rod Ashton with the ATC club multi purpose model 'Gypsy Moth'. Here it is rigged for C/L flying. The model was built by Garth Giles and had a marginal performance with a Sabre .49. (Photo from Dick Gibbs.)*

Between 1966 and 1992, we flew the whole range of full sized aircraft. Gliders, hang gliders, ultra lights and general aviation stuff as well (hang the expense). In 1992 we had a hankering to do some more Control line flying. Dad built an Aldrich 'Nobler' with an OS .35 and at 67 could still stunt like a man possessed. I opted for a Sig 'Magnum' with a Super Tigre .45. We flew these for about a year and decided that the thrill just wasn't there anymore. (The Magnum was sold and it is still flown from time to time by it's current owner CS).

We returned to flying full size aircraft, and flew until 1998 when Dad had to retire due to failing health. He passed away in January 2001 aged 75 years. I now fly RC scale. Kim Ashton

I got a letter from Danny Maslowicz with a few comments on last months TARMAC notes. Re Frank Bowman, the man who produces piston rings, Danny says that he has a few engines (McCoy .60's) that have received Frank's TLC. They exhibit very good workmanship and he is well regarded in the US.

And with regards to Mylar covering he says: 'This might interest the C/L stunt guys. Cover the model in lightweight mylar and shrink the covering as described. Then cover the mylar with lightweight tissue. Just dope it on with an overlap at the seams. Use two coats of extremely thin dope (80% thinners is adequate). The result is a lightweight covering, no saggy-baggy tissue on cold or foggy days and opportunities for creativity with coloured tissue which can be applied in strips. The extra step takes no more time than traditional covering as the few coats of thin dope dry rapidly compared to traditional methods. It is fuel-proof too. Some free flight modellers have been using this method for years and I must admit it took a while to convert me. More info is available if anyone is interested. Danny Maslowicz

*There is a lot of control line aeromodelling experience in this line up. Captured this month at the TARMAC flying field. From the left, Dick Gibbs, Ray Sherburn and Harry Barclay. Names that will be known to most long term WA*

fliers.



After being reminded by Jim Stivey that the indoor free flight night at Kent Street High School was scheduled for the first Wednesday in the month (April this time), I rushed to get ready. Unfortunately, (for me) as I was loading my boxes of bits into the boot of the car in the dark, I poked myself in the eye with a bit of wire attached to the boot lid. After my visit to the emergency room of the local hospital (in the opposite direction to Kent Street) I was late and not really still in the mood for flying. However I headed down to the school and although I didn't put any dents in the walls myself, I got to watch some of the other guys trying. The indoor free flight is always fun, albeit harder than it looks. Mixed up with the usual run of Hangar Rats were a couple of interesting Canards (tail first models) flown by Fred and Daniel Adler and an experimental Hangar Rat using a geared electric motor and operated by Roy Farren. I probably got the most pleasure from watching Vic Longbon's beautifully finished, and impeccably trimmed peanut scale models. They are delightful to behold either stationary or in flight, but especially in flight. Why don't you come along and see for yourself?

My corporate masters cliché list used to include such classics as: 'If you are not part of the solution, you are part of the problem' An alternative that I found more interesting is 'If you are not part of the solution, you are not dissolved in the solvent.'

Charlie Stone  
Email. [cestone@bigpond.com](mailto:cestone@bigpond.com)

VH4706



## Another Fly Try Day

The day of Sunday 30th March 2003 dawned bright and clear - a wonderful Melbourne Autumn day - a perfect day for the Control Line Advisory Committee's "Fly Try Day" at the Knox flying field.

Springvale (SMAC) and Frankston (CLAMF) combined, with John Hallowell from DMAC arranging the publicity, to present to the public a wonderful spectacle of Control Line Model Aircraft. From a large and extremely diverse static display of aircraft, to constant flying activity in all four circles, it was an exceptionally good portrayal of our hobby/sport to the hundreds of spectators over the span of the day who were captivated by the sights and the action. This reporter/photographer has returned to the

aeromodelling scene after a 36 year absence. The last time I saw a day like this was the Eastern Suburbs Club's "Whitehorse Festival Gala Day" at Surrey Park in Box Hill - and that was in 1962 !

It is difficult to describe all the highlights, but one "event" in particular deserves mention - Graeme Wilson and son Murray were "demonstrating" Combat, when Graeme scored a cut, had the string coil around the prop shaft, then was towed around like a glider on a towline until Murray ran out of fuel. If only one could do that "on cue"!

Reeve Marsh put his flying broomstick, the "Witch", into the air a number of times - to the amazement of the public.



*Like all pictures, there is a story attached to Harry and trainee. He insisted to the photographer that the young lady was his son's girlfriend - yet the young man on the sideline was heard to say "Harry who?" Evidently Harry enjoyed the day immensely! His comment: "Someone has to do all the hard work."*



*Reeve Marsh with the keen and eager. Reeve? - Would shorter legs help?*

What to do with a a 71 inch span True Scale Mitchell B25 that was built by Barry Reid in 1961, and shows the battle scars of many sorties (more than 100 flights at demonstration days in the 60's). It hasn't been flown since a demo at the Geelong Nats in 1972, weighs 9½ pound, has Merco 35's behind the props, and is too big to fit "inside" the car !!!

Covered in aluminiumised paper, Barry dismantled three clocks until he found the right cogwheel for the rivet spacing marks. When in flight, and at 80mph, it didn't sound anything like a model with high-pitched engines.

Resonance in the model made it sound very much like the "real thing".

It's home today is a garage wall. It hadn't been disturbed for 16 years until transported for static display.



*Report and pictures from Ken Dowell*

For more pictures and information on the Victorian Control Line scene visit my web site at [www.vicstunt.com](http://www.vicstunt.com)

## VINTAGE A at the 2003 VIC. CHAMPS..

What an absolutely superb autumn day! Fine and sunny, the lightest of breezes and temperatures in the low 20's. April 20th provided sensational weather for team racing at Knox on 'Super Sunday'.

Nine teams fronted. An excellent roll up when you consider the Nats had only 3 more entries. As usual, practice was underway as soon as the Combined Speed boys had finished their event and the familiar aroma of diesel fuel was soon wafting through the air.

Someone said the air was not fast today. Perhaps they were right, as no one managed to break 3.30, although a few teams were knocking on the door.

Over again from England, F2C whiz Bernie Langworth saw a great opportunity to have some fun. So he team up with a former countryman, Harry Bailey. A motor problem caused a DNF on lap 58 in the first round. A replacement saw them just dip under 4 minutes. Would have been a top time if they were back flying in the early nineties...

The brothers Hunting recorded two fast and consistent times with their Voodoo 1's. A best of 3.39.40 was their fastest for quite a while. Make no mistake, the Dream Team are back in business. Now using a MARZ engine, they are looking forward to returning to their glory days of team race domination.

Murray Wilson's flying was full of enthusiasm after he knocked off Dad to win 1/2 A Combat earlier in the day. With Rob Fitzgerald whacking the 7 x 6 prop on the old Van Meurs Alien, they looked a good chance to qualify. Despite a broken wing, a best time of 3.53 went down on C.D. Alan Lumsden's notepad.

NSW's John Nolan had FAI Speed champ Hugh Simons flying for him. The dark red and white Voodoo 5's C.S Ollie was in need of a few extra revs and they had to be content with a couple of 4.09's.

Graeme Wilson and Mark Ellins were always going to be hard to beat. These two are fine competitors and always get the most out of their gear. The Voodoo 5 had a modified Ollie that wants to start backwards. So to get it to start forward, Mark has to whack the prop backwards from the bottom instead of the top! Takes some getting used to... A best time of 3.35.40 gave them third spot in the final.

Geoff and Grant Potter were always going to give this race a shake if they could coax a decent setting from the C.S. Ollie and Voodoo 5.. Didn't happen this time, but no doubt they plan to make amends at the NSW State C/L Champs on June 7, 8 & 9.

No doubt the big surprise of the meet was the scintillating form of the Cosmic Rays.

Glenys must have given the boys extra Wheeties for breakfast as they performed at their very best, returning a FTD 3.32.59. It was first choice for the final for Jim and Colin.

Gavin Knight and Ray Harvey suffered from overheating problems and failed to record a time, their motor going hard in both heats around the 25-30 lap mark. Their model was a Gengangren with a Russian Ollie and 7 x 7 APC. Sounds as if Murphy may have been hanging around these guys.

Keith Baddock and John Hallowell had the Nats winning Voodoo 1 in good form and rolled off a 3.34 in the first round, good enough for 2nd choice in the final.

Despite a strong interstate presence, it was to be an all Victorian final. Perhaps if Andy Kerr could have made it (his pilot Richard Jusic was there) along with Stan Pilgrim, Peter Camps and Qld's Mark McDermott, it may have been a different story.

At the starter's command, all teams were quickly away. It was a very close tussle for 3/4 of the race. All were evenly matched for speed and laps. Wilson / Ellins were very quick in the pits and were picking up precious seconds. It was fairly tough out there in the middle, with all pilots trying hard to get themselves in a position where they were not being held up.

Then all hell seemingly broke loose. The Hallowell / Baddock Voodoo broke the single strand down line on the loop at the handle. The resulting consecutive inside loops caused chaos in the centre! Perhaps it was Willow's vast combat experience that allowed him to keep out of trouble...he emerged unscathed. Unfortunately Colin got caught up in the mayhem and that was the end of the Cosmic's chances. The only good thing was that Keith's lovely white racer was virtually unmarked after John's aerobatics. Even the prop survived! Next time it'll be stranded lines. They've got to be safer. Lucky it wasn't the up line that broke... the Voodoo would have dived

straight into the Knox turf. So Graeme's smart landings and Mellin's quick stops were rewarded with yet another Vintage A win in the good time of 7.19.34.

Results were;	Heat 1	Heat 2	Final
1. Wilson / Ellins	3.41.82	3.35.40	7.19.34
2. Ray / Ray	3.36.96	3.32.59	9.31.78
3. Hallowell / Baddock	3.34.00	DNS	DNF 130
4. Hunting / Hunting	3.40.69	3.39.40	
5. Wilson / Fitzgerald	4.31.44	3.53.78	
6. Langworth / Bailey	DNF 58	3.56.24	
7. Simons / Nolan	4.09.53	4.09.78	
8. Potter / Potter	5.18.00	DNF 25	
9. Knight / Harvey	DNF 25	DNF 32	



Above:- Ray Harvey seen in action pitting Gavin Knight's model in Vintage A

## CLASSIC B at the VIC. CHAMPS.

The perfect State Champs weather continued into late afternoon for Classic B Team Race.

Eight teams entered, the same number as the last Albury Nationals. With many more models being built around the country, this class of racing is growing fast.

When practice was under way, it was immediately apparent that the bar for Classic B performance has been raised a notch or two... Geoff and Grant Potter have thrown their hat into the ring. Their super fast Thunder Tiger 25 and 'Crescendo' were making the locals sit up and take notice. We reckoned that Mark McDermott's Aussie heat record of 3.06.94 was under serious threat. Using a big venturi, a huge 7 x 9 prop and the right amount of nitro, they showed amazing airspeed with plenty of laps. However, the new set-up still had some gremlins on board and these little blighters messed with the electrical system in round two, giving Geoff and Grant no chance to beat their first round time of 3.29.

Fellow interstaters Gavin Knight and Ray Harvey left their good form across the border, failing to post a time with the OS 25 'Crescendo'. Hugh Simons had charge of the



handle of John Nolan's beautiful dark red 'Dalesman' LA 25's seems to need a fair bit of running before they really unwind, and this motor seems no exception. A couple of ground handling problems spoil the day. However, the potential to mark it's mark in future events is obvious.

Harry Bailey and Peter Roberts have put in a lot of work with the OS 25 and vee tailed 'Backtrack' since Albury. They would be disappointed with a troubled first round and a blown plug in the second. It is extremely rare to blow a plug in Classic B. There's no doubt it will all come together very soon and in a very big way for Harry and Peter. Peter is building a 'Kanga' at the moment. This racer used to be flown by Tony Farnan and was one of the best looking models of the early sixties era in Australia. It'll be superb, no risk!

Jim and Colin Ray were campaigning a 'Crescendo' at this meet. With an LA 25 up front, this set up was really rocketing. A new Victorian heat record was in the hands of the Cosmics after a stunning first round 3.10.94. Sensibly, they elected to sit on that time.

Keith Baddock and John Hallowell had the familiar OS 25FP and 'Flying Purple People Eater' at the field. Although the motor is now a fraction loose for good re-starts, the airspeed is still there. A best time of 3.18.35 went on CD Alan Lumsden scoresheet.

Graeme Wilson and Mark Ellins are getting better and better with the 'Double Dice' and OS 25 FP combination. Although not yet as speedy in the air as some of the others, they make up for it with F2C style stops....smart landings and super quick starts. A 3.15.62 gave this team second choice in the final.

The Dream Team are getting closer and closer to the necessary pace for Classic. They have been slowing improving their racer. Two consistent times in the 3.30's with their Thunder Tiger 25 were full of promise. It's just a matter of time before John and Ken Hunting return to the winners list.

Time for the final. Could it be a repeat of the 2001 final when only a few hundredths of a second separated the Cosmics and John and Keith? At the shout of GO, all got a good start. There was nothing between the 'Crescendo' and 'FPPE' in speed. Both these models showed an airspeed advantage over the 'Double Dice'. It was 2 FP's against an LA.

All models were had the required 47 lap range. There was only going to be seconds in it either way. The PPE had a slow first stop, so Keith changed the start technique at the second and BINGO! First flick...Robyn couldn't get the battery lead out quick enough! The Rays were really honking...and getting quick stops. They would have been slightly in front at this stage. However, Jim did something that he now lives to regret. He fiddled when he shouldn't have. Just riching the needle a click was enough to drop a couple of laps and cause a glide from laps 138 to 140. And that was enough for the F.P.P.E. to sail past. Otherwise it could well have been another virtual dead heat! Graeme and Mark were only 10 seconds back in third place. The

Victorian Classic B final was another classic team race.

Results were;	Heat 1	Heat 2	Final
1. Hallowell / Baddock	3.18.35	DNF45	6.25.56
2. Ray / Ray	3.10.94	DNS	6.28.09
3. Wilson / Ellins	3.15.62	DNS	6.38.00
4. Potter / Potter	3.29.78	DNS	
5. Hunting / Hunting	4.22.69	3.54.82	
6. Bailey / Roberts	5.15.69	DNF 45	
6. Simons / Nolan	DNF 39	DNF 40	
8. Knight / Harvey	DNF	DNS	

John Hallowell  
VH 1984.



## 2003 VIC STATE TITLES

### **AEROBATICS F2B TENACIOUS TURNER BETTERS BATTLING BATTY**

While the weather turned was perfect for two whole days, the competition in the air was also the best. Three interstate visitors attended and their excellent flying dominated.

Australia's most experienced top stunt flier, Paul Turner, said he was: "... in stunt heaven with the best possible air for flying. I even had to go down in nitro to reduce power."

And big Paul's years of experience at quickly learning new horizons paid off in the way he won all three rounds. His traditional Tigre 46 powered plane flew perfectly every time he put it in the air.

Right behind him came the current Nats champ Mark Batty. But despite his best efforts, he could not find his Nats form to challenge for the win. Paul's flying was too good for anyone to challenge.

Hard luck story of the event went to PJ Rowlands who had the misfortune to low fuel his plane for the first flight to pull up short and sacrifice a good score. His two subsequent flights were right there with Batty but PJ's

damage was done and Mark secured second place ahead of a very determined Rowlands.

The third NSW visitor, John McIntyre, showed some very consistent flying to finish behind Doug Grinham.

Results:

(Judges: Joan McIntyre, Craig Yeoman, Ken Dowell)

Paul Turner	(Windwitch/ST46)	6224
Mark Batty	(Syndrome/OS FP40)	6092
PJ Rowlands	(Vector/Moki 51)	6058
Doug Grinham	(Bear/Jett 60)	5636
John McIntyre	(Slappy/ST60)	5386
Craig Ellins	(/ST46)	5222
Derek Pickard	(Jazzer/Stalker 61)	4326
Ken Taylor	(Kalimna/MVVS49)	3276
Peter Rowlands	(OD/Moki 51)	2384



The top three in stunt: Turner, Batty and Rowlands.

## VINTAGE STUNT

### McINTYRE'S MODEL METEOR MUSCLES MELBOURNE

No one takes Vintage Stunt more seriously than Doug Grinham. He's the reigning Nats champs and he entered the Vic titles determined to hang onto his local state crown. And after the first round, when he had the lead, all looked to be going his way.

Doug's choice of plane, a very unusual-looking Big Bouncer with a Sabre 49 up front, was just about up to the job after scoring good static points.

Then the man who got third at the Nats - John McIntyre - pulled out a perfect pattern in the second round to show just how good the old Aeromodeller Meteor can be made to fly. He took the title home to NSW.

Ken Taylor got serious with an excellent late 1940s Dargon which did a fine job in the air and Ken won third place.

Other notable performances were put in by a very smooth flying David Nobes and the visitors from Essendon: Maier, Boys, Harrison and Usher. If marks could have been awarded for enthusiasm they would have won the team prize.

Results:

(Judges Ken Dowell, Peter Roberts)

John McIntyre	(Meteor/Fox 35)	446
Doug Grinham	(Big Bouncer/Sabre 49)	433
Ken Taylor	(Dragon/Fox 35)	421
David Nobes	(Chief/OS35)	408
Derek Pickard	(All Aust Mk2/OS40)	399
Ken Maier	(Sabre/Fox 35)	391
John Boys	(Demon/Frog 500)	388
Alan Harrison	(Demon/McCoy 35)	380
Mark Usher	(Senior Monitor/Veco 45)	338
Terry Matthews	(Blue Pants/ED 2.5)	111

**John McIntyre's fast flying little Meteor beat the best from Doug Grinham (right) and Ken Taylor (left)**



## 2003 Victorian Control line State Championships - Results

F2A Speed	state	rd 1	rd 2	rd 3	km/h
1 Hugh Simons	NSW	N/T	N/T	12.56	286.7
2 Richard Justic	NSW	12.66	13.04	12.63	285.11
3 John Walker	NSW	13.07	13.33	13.11	275.51
4 Robin Hiern	VIC	N/T	13.41	13.33	270.14
4 Callum Agnew	VIC	N/T	N/T	13.33	270.14
6 Ted Burfein	QLD	22.57	23.26	N/T	161.77
7 Frank Sutherland	QLD	N/T	N/T	N/T	

F2B Aerobatics	state	rd 1	rd 2	rd 3	total
1 Paul Turner	NSW	3071	3119.5	3104.5	6224
2 Mark Batty	NSW	3057.5	3034.5	3027.5	6092
3 P.J.Rowland	VIC	2656	3031	3027.5	6058.5
4 Doug Grinham	VIC	2798.5	2827	2808.5	5636
5 John McIntyre	NSW	2436.5	2680	2706	5386
6 Craig Hemsworth	VIC	0	2657.5	2637	5294.5
7 Mark Ellins	VIC	2608	2477.5	2614.5	5222.5
8 Derek Pickard	VIC	2121	2120.5	2205.5	4326.5
9 Ken Taylor	VIC	1643.5	996	1633	3276.5
10 Peter Rowland	VIC	1059.5	993	1324.5	2384

**FAI Team Race** was the second event to be run on the hard surface at Frankston on Saturday. Nine teams had entered so that meant three rounds were run with the fastest three teams going through to a 200 lap final.

Most of the Interstate teams had taken advantage of the practice day on Good Friday and were keen for the real action to begin. Points gained at these and other State Championships go towards qualifying for the National team and with the next World C/L Championships in the USA looming there was some shuffling of some team make ups with the hope of maximising eligibility.

The Contest Director obtained the services of three knowledgeable spectators to form a jury. These being Andrew Nugent, Alan Lumsden and regular State Championship visitor Ron Lacey.

Before the first race commenced a talk on piloting techniques was given by Rob Fitzgerald and clarification of any questions on the rules. Then on to the racing.

Each team was given the opportunity to have five minutes practice to get a setting once they were called into the circle for their first heat.

The draw for the first round was Geoff Potter/Ray Harvey, Paul Cameron/Maris Dislers and the new pairing of Richard Justic/Paul Stein. After the "Go" signal all teams were away quickly and the Stein Yugov model had the airspeed but was lacking range. Cameron/Dislers were on the pace but Potter/Harvey were struggling to get a setting and having plenty of stops. Flying was becoming erratic and warnings were given regarding flying height. The weather was perfect for racing and height markers were in place on the newly erected safety fence so there were no excuses for infringements. Then disaster struck! Paul Cameron was coming in for a glided landing at a high altitude just as Geoff Potter was taking off. Before a blink of the eye could take place Geoff's model was under that of Cameron/Dislers, Cameron was spread eagled on the floor Geoff fell on top of him and Richard was taking evasive action in an attempt to stay upright whilst at the same time hitting the shut-off and managing to complete the last two of his 100 laps. The jury gave a verdict of Cameron/Dislers D/Q'd, Potter/Harvey refly and Justic Stein was content to let his time stand. Two sets of broken hardware were returned to the pits and did not re-emerge.

The second heat saw the Huntings team run in on 47 laps, Fitzgerald/Ellins showed that their recent interstate travels and practicing had put them in a strong position with a super 3:17.56 and Graeme Wilson/Robert Owen recorded a time that needed to be improved.

In the third heat Gavin Knight/Grant Potter were the fastest of the three teams and Bernie Langworth (who was visiting from the U.K.) managed a mediocre 4:22.07 with his team mate Ted Burfein.

On to round two. Potter/Harvey had two attempts in this round because of the refly but were unable to post a time due to run ins. Justic/Stein improved to 3:23.25. Gavin Knight and Grant Potter improved to 3:38.06 and were looking to be in with a chance of a run in the final.

Round three. It was all or nothing now for those not near the 3:30.00 mark. Potter/Harvey had another DNF on 89 laps. Wilson/Owen improved to 3:38.15 Potter/Knight knocked 4 seconds off their time. As for the rest, I think Ray/Baddock did a personal best, Langworth/Burfein were very consistent, and the Huntings (John & Ken) were content to make up the numbers.

On to the final which had the potential to produce an exceptionally quick time. Mark Ellins and Paul Stein are master pitmen who produce lightning quick pit stops. Could the Yugov be coaxed into producing the winning edge? Could Knight/Potter be the dark horses and come away with the gold?

Two timekeepers were allocated to each team just in case a watch failed. All teams fired up their engines at the starters signal and were away quickly. All models were on full song and at this stage Fitzgerald/Ellins had the edge and Knight/Potter were being lapped by the other two teams. The compression was slowly backing off on the Mazniak powered red model of Fitzy and Mellins and a slow restart at the 100 lap marker looked to be putting Justic/Stein and their Yugov powered white model back in contention. In the centre the pilots were finding it hard going but stuck to their task. Mark was now smiling he knew he was in front and still had sufficient airspeed to hold off the opposition and that's the way it turned out. Knight/Potter did not complete the distance but survived to have another attempt 750 kilometres away at the South Australian State Championships the following weekend.

Report from C/D Harry Bailey

## F2C Team Race Results

	Engine	state	rd 1	rd 2	rd 3	final
1 R.Fitzgerald/M.Ellins	Mazniac	SA/VIC	3.17.56	3.27.15	3.30.72	6.56.11
2 R.Justic/P.Stein	Yugov	NSW/VIC	3.46.19	3.23.25	3.26.86	7.27.60
3 G.Knight/G.Potter	Mazniac	NSW	3.50.62	3.38.06	3.34.37	dnf 181
4 G.Wilson/R.Owen	Chaicha	VIC/NSW	4.33.09	3.47.06	3.38.15	
5 C.Ray/K.Baddock	Vorobiev	VIC	4.04.75	4.39.38	3.57.84	
6 B.Langworth/T.Burfein	Vorobiev	UK/QLD	4.22.07	4.25.75	4.27.91	
7 K & J Hunting	Nelson	VIC	dnf 47	5.12.44	5.27.11	
8 G.Potter/R.Harvey	Mazniac	NSW	dnf 44	dnf 31	dnf 89	
9 P.Cameron/M.Dislers	Mazniac	SA	disq 95			

<b>F2D Combat</b>	state	rd 1	rd 2	rd 3	rd 4	rd 5	flyoff	points
1 Graeme Wilson	VIC	W	B	W	W	W		4
2 Maris Dislers	SA	L	W	W	B	L	W	0
3 Robert Owen	NSW	W	W	L	L		L	0
4 Keith Baddock	VIC	L	L					-2
4 Greg Pretty	SA	B	L	L				-2

<b>Vintage Stunt</b>	state	static	rd 1	rd 2	total
1 John McIntyre	NSW	111	332	335	446
2 Doug Grinham	VIC	121	245	312	433
3 Ken Taylor	VIC	120	287	301	421
4 David Nobes	VIC	84	260	324	408
5 Derek Pickard	VIC	83	310	316	399
6 Ken Maier	VIC	92	294	299	391
7 John Boys	VIC	111	277	273	388
8 Alan Matthie-Harrison	VIC	93	287	261	380
9 Mark Usher	VIC	79	120	259	338
10 Terry Matthews	VIC	111	0	0	111

<b>1/2A Combat</b>	state	rd 1	rd 2	rd 3	rd 4	rd 5	rd 6	points
1 Murray Wilson	VIC	W	W	W	L	B	W	3
2 Graeme Wilson	VIC	B	W	L	W	W	L	1
3 Robert Owen	NSW	W	L	W	B	L		0
4 Maris Dislers	SA	W	L	W	w/d			0
5 David Shackelford	VIC	L	W	L				-1
6 Harry Bailey	VIC	L	B	L				-2
6 Greg Pretty	SA	L	L					-2

<b>Vintage A Team race</b>	state	rd 1	rd 2	final
1 G.Wilson/M.Ellins	VIC	3.41.82	3.35.40	7.19.34
2 C & J Ray	VIC	3.36.96	3.32.59	9.31.78
3 J.Hallowell/K.Baddock	VIC	3.34.00	dns	dnf 130
4 K & J Hunting	VIC	3.40.69	3.39.40	
5 M.Wilson/R.Fitzgerald	VIC/SA	4.31.44	3.53.78	
6 B.Langworth/H.Bailey	UK/VIC	dnf 58	3.56.24	
7 H.Simons/J.Nolan	NSW	4.09.53	4.09.79	
8 G & G Potter	NSW	5.18.00	dnf 25	
9 G.Knight/R.Harvey	NSW	dnf 25	dnf 32	

<b>Classic B Team race</b>	state	rd 1	rd 2	final
1 J.Hallowell/K.Baddock	VIC	3.18.35	dnf 35	6.25.56
2 C & J Ray	VIC	3.10.94	dns	6.28.09
3 G.Wilson/M.Ellins	VIC	3.15.62	dns	6.38.00
4 G & G Potter	NSW	3.29.78	dns	
5 J & K Hunting	VIC	3.37.35	3.33.44	
6 H.Bailey/P.Roberts	VIC	5.15.69	dnf 45	
7 H.Simons/J.Nolan	NSW	dnf 39	dnf 39	
8 G.Knight/R.Harvey	NSW	dnf 33		



Left:-  
Doug  
Grinham's  
Vintage Stunt  
model

Below:-  
Murray  
Wilson beat  
his father in  
the final  
round of 1/2A  
Combat



John Hallowell with his Classic B "Flying Purple People Eater" and "Swooper"



<b>Midge Speed</b>	state	rd 1	rd 2	rd 3	km/h
1 Ken Hunting	VIC	10.26	11.62	9.63	150.09
2 Colin Ray	VIC	10.01	10.05	10.04	144.39
3 John Hunting	VIC	10.87	11.51	10.83	133.46
4 Murray Wilson	VIC	11.5	11.52	11.75	125.68
5 Noel Wake	VIC	16.42	12.94	12.06	119.84

<b>1/2A Team race</b>	state	rd 1	rd 2	final
1 C.Ray/K.Baddock	VIC	4.16.19	4.37.31	7.30.75
2 R.Justic/R.Owen	NSW	3.47.55	dns	7.33.16
3 M.Wilson/A.Lumsden	VIC	4.26.43	8.59.50	9.57.72
4 M.Ellins/G.Wilson	VIC	4.51.81	4.30.09	
5 J & K Hunting	VIC	6.26.94	4.56.25	
6 G & G Potter	NSW	4.57.2	5.33.13	

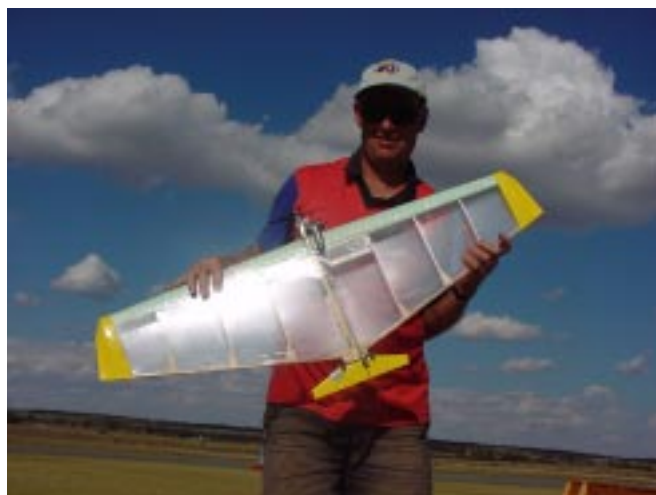
<b>Goodyear</b>	state	rd 1	rd 2	final
1 R.Fitzgerald/G.Pretty	SA	3.26.06	dns	7.52.19
2 G.Wilson/M.Ellins	VIC	3.53.91	dns	8.01.05
3 C & J Ray	VIC	4.07.94	4.31.25	dnf 146
4 R.Justic/R.Owen	NSW	3.56.09	dns	
5 J.Hallowell/A.Lumsden	VIC	7.15.00	4.40.37	
6 J & K Hunting	VIC	5.32.97	5.00.91	

<b>Mini Goodyear</b>	state	rd 1	rd 2	final
1 G.Wilson/M.Ellins	VIC	3.30.00	dns	<b>7.11.10 **</b>
2 J.Hallowell/K.Baddock	VIC	3.46.16	dns	8.30.81
3 H.Bailey/P.Roberts	VIC	dnf 82	4.06.25	10.13.5
4 C & J Ray	VIC	4.25.81	4.13.44	
5 M.Wilson/R.Fitzgerald	VIC/SA	5.31.44	5.12.72	
6 K & J Hunting	VIC	5.26.85	5.14.75	

**\*\* = New Australian record.**



*Dave and Hugh Simons are pictured here with their F2A Speed model*



*Graeme Wilson took out the FAI Combat event without sustaining a loss.*

*Below:- The Potters Classic B Crescendo*



*Above photo is of the all conquering Fitzgerald/Pretty Goodyear model powered by a Gillot tuned Rossi*



# Vic States Picture Gallery *Photo's by John Hallowell, Paul Stein and Ken Donelly*



Photo's top left:- **1.** Murray Wilson, Ken Hunting & Bernie Langworth at work in Vintage A T/R.

**2.** Allan Lumsden pits for Murray Wilson in 1/2 A T/R.

**3.** Derek Pickard, Paul Turner & Doug Grinham in the early morning mist prepare for the day's F2B contest.

**4.** Jim Ray fires up the "Voodoo"

Top Photo:- **5.** Justic/Owen's 1/2A T/R

**6.** The Batty's

**7.** F2B judges Joan McIntyre, Ken Dowell and Craig Yoeman.

**8.** Paul Turner with John McIntyre in the background

# CONTEST RESULTS

Results of SMAC Simple Combat contest 6 April 2003

1st	G. Wilson	W	W	W
2nd	M. Wilson	L	W	L
3rd	K. Baddock	W	L	Retired
3th	R. Marsh	L	Retired	

Both Keith Baddock and Reeve Marsh pulled out of the contest after damage to the models, leaving Murray Wilson to battle on against his father, Graham. R, Marsh flew an own-design Peacemaker derivative while the others all flew OS 15FP powered Terminators. All were powered by OS 15FP motors.

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## Victorian State Champs 2003 Combined Speed

PosName	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1 R Hiern	Class 4	Super Tigre X40	12.93	DNS	DNS	12.93	278.42	100.39%
2 R Hiern	Class 1	RH-11 Speed	16.15	16.21	14.67	14.67	245.40	99.80%
3 R Hiern	Class 5	Novarossi 21	14.41	14.17	14.94	14.17	254.15	98.98%
4 N Wake	Class 5	Novarossi 21	14.94	14.54	14.67	14.54	247.68	96.46%
5 N Wake	Class 1	OS CZ11 PS	15.32	15.43	15.21	15.21	236.69	96.25%
6 J Walker	S/Jet	Bailey	13.48	12.84	12.79	12.79	226.49	93.82%
7 N Wake	Class 4	OPS 40	15.12	15.23	15.30	15.12	238.10	85.85%
8 C Agnew	Class 1	OS CZ11 PS	18.51	DNF	DNF	18.51	194.49	79.09%
9 D Shackelford Proto		Cyclon 21	32.66	DNF	DNF	32.66	177.39	73.87%

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