

THE VOICE OF CONTROL LINE
AEROMODELLERS FROM
AROUND AUSTRALIA

Number 77



Produced by the Victorian Control Line Advisory Committee

May 2004
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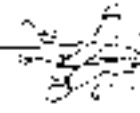
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Contest results should be tab delimited, ie use a single tab between each column of results, if submitted by disk or email. This makes formatting much easier on the editor.

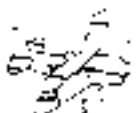
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COMING EVENTS



COMING EVENTS



CONTROL LINE CONTEST CALENDAR 2003/2004

DATE	EVENT	CLUB
MAY 2	Vintage "A" Team race, Aust "A" Team race.	SMAC
MAY 2	C.L.A.G. Country Flying Days	Knox
MAY 16	FAI & Combined Speed, Triathlon (Artil Trophy), 1/2 A Team race.	CLAMF
MAY 23	FAI (Yeoman), Novice & Jnr Aerobatics, Simple Rat race, Classic Stunt.	KMAC
JUNE 6	Balloon Burst, Limbo.	SMAC
JUNE 6	C.L.A.G. Country Flying Days	Moe
JUNE 20	FAI Team race, Goodyear, 1/2 A Combat, FAI & Modified Combat.	CLAMF
JUNE 27	Vintage Stunt, Combined Speed, Classic Stunt, Vintage "A" Team race.	KMAC
JULY 4	Simple Rat race (whipping permitted).	SMAC
JULY 11	FAI & Combined Speed, Jnr 2.5cc Combat, Mini Goodyear, Jnr 2.5cc Rat race.	CLAMF
JULY 25	FAI (Stuntmasters), Novice & Jnr Aerobatics, Class 2 Team race, Classic "B" Team race.	KMAC
AUG 1	Simple Combat.	SMAC
AUG 8	FAI Team race, 2.5cc Rat race, 1/2 A Combat.	CLAMF
AUG 22	Classic Stunt, Vintage "A" Team race, Combined Speed.	KMAC
SEPT 5	Vintage "A" Team race, Aust "A" Team race.	SMAC
SEPT 19	FAI & Combined Speed, Simple Rat race, 1/2 A Team race.	CLAMF
SEPT 26	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/home.htm
NOTE - All SMAC events to be held at KMAC flying field.
 All events at KMAC except Aerobatic events to be run by CLAMF, DAC & SMAC members

C.L.A.S. Contest Calendar 2004

DATE	CLUB	EVENT
1st-3rd May		"ALC field, Chetynd St, Loganholme. QLD" QUEENSLAND C/L STATE CHAMPIONSHIPS
15th/16th May		MDMAS (Muswellbrook) VETERANS' GATHERING
30th May	SSME	F2B Aerobatics
12th-14th Jun		N.S.W. STATE C/L CHAMPIONSHIPS Whalan Reserve, Debrincat Ave, Whalan. NSW and the Sydney International Regatta Centre, Penrith Lakes, Castlereagh Rd, Penrith.
20th Jun	KMFC	Palmer / Aldrich Classic Stunt
27th Jun	KMFC	GALA COMBAT DAY
4th Jul	IMAC	F2B Aerobatics
11th Jul	KMFC	AGM. 2.5 Stunt, Simple Rat and Slow Combat
17th Jul	REMAC	Vintage Stunt (incorporating award for best All American)
8th Aug	KMFC	F2B Aerobatics
29th Aug	SSME	Slow Combat (Bonus points for WW2 Style model).
12th Sept	KMFC	Classic Stunt, Vintage Stunt, Simple Rat, Slow Combat, SWAP MEET"
26th Sept.	SSME	F2B Aerobatics
9th October	REMAC	Vintage Stunt (including special award for best Fox powered model)
17th Oct	IMAC (Berkeley)	F2B Aerobatics
24th Oct	KMFC	JUNIORS DAY
30th Oct	SSME	"Vintage 1/2 A, Vint B, Goodyear T/R, Combined Speed"
31st Oct	SSME	Phantom, Vintage A, Bendix T/R
7th Nov	SAT (Kelso Park)	F2B Aerobatics
14th Nov	KMFC	Vintage T/R, 1/2 A, A and B.
21st Nov	NACA at Gateshead	H.S.Classic Stunt & Cardinal Stunt. (I.Smith Ph:024975 2292)
28th Nov	KMFC	1.6 and Slow Combat
5th Dec	Doonside (at Kelso Park)	F2B Aerobatics
12th Dec	KMFC	Christmas Party and Fun Fly Doonside. At Kelso Park North. "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 HS,

Ken Taylor wishes to thank all those that assisted in the running of the Stunt events at the Vic State Champs.

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.”

“MDMAS (Muswellbrook District Model Aero Sports
Inc.) Mitchell Hill Field, New England Hwy, Muswellbrook”
“COMSOA (City of Maitland Society of Aeromodellers)
Raymond terrace Rd, Metford. NSW. “

Notice

The South Australian State Championships are to be held at Monarto over the New Year 2005 period. More details will be published in later editions of ACLN.

CONTEST RESULTS



SSME Luddenham 28th March 2004 Results.

PHANTOM TEAM RACE

1. P.Camps/ S.Pilgrim
2. T.Bonello/I.Gapps
3. S.Rothwell/ J.Nolan No Times Available
4. G.Knight/ R.Harvey
5. P.Brodie/A.Kerr

VINTAGE ½ A TEAM RACE

	HEAT 1	HEAT 2	FINAL
1. B.Hoggan/G. Potter	4.20.68	3.55.56	8.09.76
2. P.Camps/ S.Pilgrim	4.14.99	4.4.06.09	8.30.08
3. S.Rothwell/ J.Nolan	4.10.07	—————	9.20.88
4. T.Bonello/P.Brodie	5.23.07	4.54.74	
5. G.Ardill/ R.Fairall	5.16.25	5.56.79	

VINTAGE A TEAM RACE

	HEAT 1	HEAT 2	FINAL
1. G.Knight/ R.Harvey	3.23.67	—————	6.47.69
2. B.Hoggan/G. Potter	3.38.89	3.21.57	7.03.32
3. S.Rothwell/A.Heath	3.25.87	—————	7.55.43
4. A.Kerr/ R.Justic	3.27.05	—————	
5. P.Camps/ S.Pilgrim	55 Laps	3.28.13	
6. G.Ardill/ R.Fairall	4.43.69	4.03.24	

BENDIX TEAM RACE

	FINAL
1. T.Bonello/ A.Heath	7.52.72
2. G.Knight/ R.Harvey	8.22.28
3. P.Camps/ I. Gapps	148 Laps

Cheers Tony Bonello

Subscribers to ACLN can have the latest edition of the newsletter (in colour) emailed to them as a PDF file at no extra charge.

Simply send a request for this service to the editors' email address which is on the front page.

Vacuum Bagging Team Racer and Speed Model wings.

By Ray Fairall and Dave Curry

asrgf@alinga.newcastle.edu.au

The easy availability of “three-quarter” ounce Fibreglass cloth, and Laminating Epoxy, has made their use in covering the wings and tailplanes of Speed and Racing models almost mandatory. Many people still apply them using the same technique as they would if using dope and tissue. The model then needs extensive sanding in preparation for finishing. In industry the cloth is not normally completely filled with epoxy. Optimal strength to weight is achieved at much less than 100% saturation. Also this process is undesirable from an Occupational Health and Safety viewpoint. Impregnated fibreglass “slithers” liberated by sanding can be just as hazardous to our health as Asbestos fibres!

The Vacuum Bagging of Epoxy Impregnated fibreglass is used extensively in the boat building industry. All the consumables required are easily (and cheaply) available at suppliers that cater to that market. The hardware necessary is easily assembled at low cost.

What is the technique?

Basically you wet your wing with epoxy. Then lay down the cloth and work another coat of epoxy into the weave until it is saturated. A layer of woven “peel ply” is laid over the wet cloth, and another layer of plastic perforated film. Finally a layer of thick “breather cloth” (or even paper table cloth) is placed over the lot. The top and bottom of the wing or tailplane both get the same treatment. The resultant bundle is placed in a plastic bag, connected to a vacuum pump. The air is evacuated from the bag when it's switched on. There must be a direct path from the vacuum pipe in the bag to the breather cloth. The air and excess epoxy is sucked into the latter, and while the epoxy accumulates in the cloth the air is completely evacuated from the bag. Atmospheric pressure forces the material (fiberglass, peel ply, perforated plastic, breather cloth and finally the bag itself tightly around the wing (at 101.325 KiloPascals or roughly about 1 kilogram per square centimeter or 14.7 pounds per square inch). This is a considerable pressure indeed and it is automatically applied in all directions! When the epoxy cures the various layers can be peeled off to reveal a nicely skinned wing, with a partially filled cloth, with near to optimal strength to weight, that needs absolutely minimal finishing. Dope and talc can be used to fill the remaining void in the cloth and then a fuel proof finish applied.

Assembling the Hardware

The pump

Vacuum pumps are common (but often hidden) parts of domestic technology. Vacuum cleaners are far too efficient for this application. We need a pump, which will gently suck at a fraction of an Atmosphere for about an hour or so. Such a machine can be found in an ordinary domestic refrigerator. A Google search on the term “vacuum Bagging” quickly revealed that the technique was

commonly used to skin model glider wings, and that ordinary fridge vacuum units were easily modified. These are extremely lowly stressed devices that often have a working life exceeding twenty years, so just about any example will be good enough. A large proportion of unserviceable fridges are such because someone has stuck something sharp into somewhere critical to the retention of the refrigerant.

A suitable fridge vacuum pump was found by checking out the Refrigeration and Air-conditioning section of the local issue of the Yellow Pages. The second phone call found Ace Refrigeration and Air-conditioning, who had a working unit for \$30. He turned out to be an ex-aeromodeller and put some extra work into the unit, soldering on an overflow pipe and fitting an electrical lead, as well as supplying rubber bushes and steel sleeves for the mounting bolts.

The unit was bolted to a lump of old door material. The working mechanism of the pump is immersed in an oil bath, so it's important that it sits right side up!



Fridge Vacuum Pump. Copper pipe is "blow". Rubber is "suck".

Photo one shows the unit. The long copper pipe is the "Blow" pipe, which needs to have open access to the atmosphere. It also leaks a few drops of oil when operating for extended periods. The pipe with the black rubber hose is the "Suck" pipe. This is eventually connected to the bag, and it does all the work. Note that the tap fitted is not necessary. It was free, and seemed like a good idea at the time. Also note that the pair of lower pipes on the pump unit are not used in this application.

Electrical connections, best done by a professional.



The electrical lead to the unit simply plugs into a wall power point (see Photo two).

Pipes

A suitable length of silicon pipe was obtained from a discarded piece of equipment at work. Any sort of tubing will do, "vacuum" type pipe is not necessary. (See photo three) The advantage of the soft silicone type tube is that it

can be "kinked" to seal the vacuum in the bag. A "Vacuum Switch" was obtained free, from the local Auto Wrecker. This usually sits in the vacuum tube between the carburetor manifold and the Vacuum Brake Booster in a car. It works in the same way that a "one way valve" in the crankcase pressure line from a model engine and a pressure fuel tank, except that it's the other way around. When you turn the pump off, the device should allow the vacuum to remain in the bag, and not leak away through the pump.



Silicone tubing and one-way-valve.

The Vacuum Bag

A "space bag" was found to be an ideal substitute for the normal bagging material available from suppliers. A careful check of the local "two dollar" type shops found a cheap clone of the American original with three bags for less than \$10. The best thing about them is that they came with a valve for connection to a household vacuum cleaner. This was easily modified, with a brass compressor fitting from Bunnings (for \$2.20), to accept the silicone pipe from the one-way-valve. The "zipper" end of the spacebag may start to leak after a few cycles of use. Two strips of timber and some clips can help to seal it. See photos four and five.



"Space-bag" with modified pump connection.

Putting it all together



"Bagging" a Voodoo wing.

The materials required are:

Laminating Epoxy, resin and hardener. West Systems products work well.

Three quarter ounce fibre Glass cloth.

Woven "peel ply"

Plastic perforated film.

Breather cloth or thick paper table cloth.

All the above should be available at your local boat building supplier, brands and names may vary.

It has been found in practice that the ambient temperature is critical. The West systems product is designed to be applied at 25 degrees. There are two types of hardener available, fast and slow acting. The former has a working time of about twenty minutes, the other much longer. At thirty-five degrees the former has a working time of about ten minutes. Far too short for laying up a wing. Mixing should be done in a container with a relatively large surface area. Small diameter, tall containers seem to enhance the setting process and are to be avoided. Remember to mix much more than you need. Epoxy is cheap, and you don't want to run out at a critical time!

The woven peel ply gives a very smooth final surface finish. It is not necessary however provided the Plastic perforated film is used. Once again it should be emphasized that after the wing is "laid up" and placed in the bag, the breather cloth should be positioned so that there is a path for the vacuum to "suck" from the wing to the pipe. This is crucial.

When the pump is turned on it will take a few minutes for all the air to be withdrawn from the bag. The latter should tighten around the bundle holding the wing, and its shape should be sharply defined through it.

Most of the excess epoxy will be drawn from the glass, through the peel ply (if used), through the perforated plastic and accumulate in the breather cloth. The latter will effectively prevent the passage of epoxy into the pump. In practice it has been found necessary to maintain the vacuum only till such time as it takes for the epoxy to thicken (not set). It has been found useful to keep the mixing container with the excess epoxy for this purpose. In summer with ambient temperatures of about 30 degrees this means about 40 minutes. This time however will depend on several variables. You do need to experiment before your first serious wing!



Wing before "bagging", 68 grams.
After 80 grams.

The Voodoo wing in photo six weighted 68 grams before and 80 after bagging, including a double layer of glass on the centre section and outer wing, and an excessive amount of tip weight! It is virtually finished.

Back issues of this newsletter can be found on the following web sites.

<http://www.vicstunt.com/>

<http://www.dkd.net/clmodels/>

CONTEST RESULTS



SMAC Simple Combat - 4th April 2004 (at Knox)

The first few flights of the day were definitely not champagne combat - a variety of scrappy performances saw most early results decided by airtime. As the day progressed, the motor runs and flying improved, but the carnage began! A variety of crashes, line tangles and line breakages brought about some losses and withdrawals, and eventually resulted in the day being called a draw between Graham and Murray Wilson. These two had only one loss each and one bout between them had already been scored as a draw, but having already wrecked two sets of lines they decided enough was enough...

Results

=1	G. Wilson	W	W	L	B	D	W
=1	M. Wilson	W	W	W	W	D	L
3	J. Hallowell	L	W	W	L		
4	R. Marsh	W	L	L			
=5	M. Ellins	L	L				
=5	K. Baddock	L	L				

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Scrutineers look on as Raj Bains draws the winning ticket in the Kuring-gai MFC Easter hamper raffle. And the winner is Brian Hoggan from the ACT. The president's wife personally delivered the prize to Brian and Jo in Canberra. What service! Thank you to everyone who bought and sold tickets to help the club, and specially to Tom and Jenny for putting the hamper together.
Picture from John Nolan

CLAS RACING TROPHY POINTS (after the Hunter Valley Champs and SSME in March)

P Camps	23
S Pilgrim	22
R Harvey, G Knight	19
S Rothwell	18
A Heath	15
B Hoggan, G Potter	13
J Nolan	11
T Bonello	9
P Brodie	6
A Kerr, G Patterson	4
D Hines, R Justic	3
G Ardill, R Fairall	2
B Fisher, R Gapps	1



Victorian State Championships F2B report

PJ TAKES 2nd STATE TITLE

The headline? - PJ's first State Title was this year's South Australian at Murray Bridge last Christmas. He now has two to his name.

Sunday 11th April, 2004 - and the poorest attendance for a State Championship ever! Six contestants! A number of questions come to mind - Is it the general malaise affecting Control Line in general? - Is it the difficulty of the F2B pattern? - Is it the technicalities and sophistication of current F2B models?

When Classic and Vintage events draw larger entry lists, one has to wonder.

Why wonder? - Craig Hemsworth flew his "Da Ducks Guts", an unsophisticated and slightly odd-looking small-flapped .35 model, into 3rd place, with the emphasis on the "flew". Never in aeromodeling history has the model or model/engine combination won a stunt contest - the best it can ever do is sit on the ground and look pretty. This simple fact has already been seen at National level, with a good-flyer/unsophisticated-model combination succeeding at 3 of the past 4 Nats. No amount of ultra-sophistication can ever replace, or do the work for, the person holding the handle. Every stunt flyer knows what manoeuvres **should** look like, but making the model do it is the real skill.

In my view, there is a very clear message here that isn't being given the credibility it deserves.

The day's conditions were a slight gusty wind, but never enough to make life all that difficult. The general shortage of "people" meant this Championship proceeded with only one judge - Yours Truly! The first round, originally scheduled for the previous day (Saturday) was moved so that all three rounds (with only 6 fliers) were completed between 10.30am and 1.00pm with a brief coffee break between 2nd and 3rd.

Doug Grinham broke the ice with his new Gardner-design "Trojan" and what he describes as an ailing old Stalker 61. For whatever reason, all three of Doug's rounds were not quite to his usual standard. His line tension problems were clearly visible.

Adam Kobelt used a Grinham version of Paul Walker's (U.S.) "Impact" with a Saito 56, but has yet to come to terms with four-strokes. The Saito certainly sounded happy, but doesn't seem to give a clear indication of what it's performance will be in the air while it's on the ground.

Ken Taylor aired his latest "Shark" with MVVS 51 up the snout, but with either too slow or too fast settings, his patterns suffered. Added to that, these bigger and more powerful models are proving to be a little difficult nowadays - Ken isn't quite the young man he was. Had he known what was to come later in the Vintage circle, he would gladly have packed up and gone home.

Mark Ellins is sporting a Grinham "Jazzier II" with ST 46, but perhaps his mind was elsewhere on this occasion. His swapping between team race and stunt circles doesn't allow him the concentration. More time on learning the particular model and it's "peculiarities" would serve Mark's abilities well.

PJ is now using the new long stroke version of the Stalker 61 in his aging "Vortex", and also burning litres and litres of fuel in preparation for his sojourn to the World's in July. He is a good example of the 'Why wonder' paragraph above, and when his "WC" model is completed, there will be many more litres yet! He reports the long stroke as being superb - the noticeable difference being more torque at slower speed.

Craig Hemsworth simply flicks his OS 35 S once, then goes flying - no dramas - no difficulties - he hasn't moved the needle since the last time he removed the engine. Would he do better with a "better" model? - probably, but he doesn't have the heartaches either.

That was the State Champs for 2004 - PJ Rowland 1st; Doug Grinham 2nd; and Craig Hemsworth 3rd.

Unfortunately, the original Trophy, recovered last year after collecting dust in a garage for 35 years, was once again not on hand for presentation. Such is life!

Thanks go to Terry Matthews for his numbers-crunching on his laptop all day.

The presence of many spectators was appreciated; some "old-timers" being Craig Yeoman and daughter; Ian Ferris and sons Matthew and Scott; the Mitchell brothers; Keith Begley; and many others.

Vic State Champs Vintage Stunt report From Ken Dowell **DOUG GRINHAM HOLDS CROWN**

To quote the beginning of last year's report -

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

Deja Vu? In this respect, 2004 was a repeat of 2003.

Unfortunately, only 5 entrants reflected the general downturn in competition attendance, and one of those was a welcome visitor from South Australia, Peter Anglberger. The entrants and models:

Doug Grinham -	Big Bouncer / Sabre 49
Ken Taylor -	Wildman 60 / Fox 59
Ken Maier -	Lil Ambassador / Oliver Tiger 2.5 diesel
Mark Usher -	Monitor Senior / Veco 45
Peter Anglberger -	Lil Ambassador / Taipan Tyro 2.5 diesel

Peter Rowland handled the static judging for those models that had not been entered in previous competitions. Then the fun began, with the gusts from earlier in the day strengthening slightly. This made flying precisely to the wind essential, as Peter Anglberger was to learn on his second flight - no major damage but a premature end to his flight, a broken prop, and the undercarriage relocated a little rearward.

Doug's "Big Bouncing Bertha" lived up to it's name and "bounced" around quite a bit, but still did the only truly vertical climb, and a very low pullout after a near vertical dive. Other manoeuvres suffered due to the wind, but Doug's "What will be, will be" attitude earned him 1st place once again. He won 3 consecutive in 93/94/95, and he's on his way to another triple.

Ken Maier's very fast Lil Ambassador simply flew straight through the wind, but the small model's lack of manoeuvrability kept his flying score down, but still to a well-earned 3rd place.

The same applied to Peter Anglberger with his Lil Ambassador, with steady level flights but blown around the sky with everything else.

Mark Usher's Monitor looked spectacular in the air, and handled the wind quite well with big Veco power, but appeared to be excessively sensitive - perhaps the control ratio could be cut down a little. It sat in inverted flight like a rock in a groove, but was quite jerky through manoeuvres. Ken Taylor provided the "highlight" of the day, although it was the type of highlight both he and everyone would wish had not occurred. He started the big Fox 59 in his Wildman

60 (a huge model for it's time) with an electric starter, moved his flight box out of the way, then leaned down to adjust the needle - misjudged where his hand was - and discovered that very sharp carbon-fibre props and fingers don't make good bedfellows. All around him knew there was severe damage to his fingers. Frank McPherson produced a first aid kit and did a commendable job of emergency aid.

Subsequently, Ken adopted his stubbornness of old, commented to the judges "no argument", and persisted in having his flight. With Craig Hemsworth's assistance, Ken flew his first round in a somewhat dazed state, but the Wildman did him proud, and he deserved the standing ovation he received when the model stopped rolling. That one flight earned him 2nd place.

To Ken's great fortune, an excellent medico was on hand to deal with what was by now a very nasty looking hand encased in a surgical rubber glove. Ian Ferris' son Scott, a Plastic Surgeon, was a spectator to the day, and after seeing the extent of Ken's injury, made some magical phone calls, and Ken was booked into the Box Hill Hospital for treatment at 4.30pm. Still stubborn, Ken drove himself to Box Hill.

The day concluded with the others completing their second rounds without incident except for Peter Anglberger's brush with the ground. The wind made placement of small models very difficult, and at a critical moment he lost tension then recovered it just in the nick of time.

That was the end of this correspondent's view of the State Championship for Vintage Stunt, 2004.

Postscript (Monday 2.00pm): It was learned Sunday evening that Ken had made that flight with two broken fingers, index and middle, and for that he is to be commended. He flew a big, fast and powerful model with two fingers and the thumb! The nail and nail-bed of the index finger were sliced but not totally separated, and the tip of the first bone was nipped off. The prognosis is no lasting damage and no impairment. He spent that night in Box Hill, then returned home at midday today after an almost sleepless night and three morphine shots.

Postscript (Tuesday 11.00am): Slept well, and with no pain now, just a little numbness and tingling. He will be away from the building table for a few weeks though, and definitely no flying for some time yet. Having to keep his arm in a sling is driving him nuts!



Grinham, Maier - Vintage finalists - Ken Taylor was already in hospital when photo was taken.



Werrington Park Model Aviation Club (WPMA) Annual Control Line Competition

14th March, 2004

A great day dawned for our annual Control Line competition. We had good attendance for both our F2B and Classic events. A slight, fickle wind made for some interesting flying, with only one plane being lost when my Nobler planted itself inverted right in front of the judge! Upon asking the judge if there were any points for the landing, he kindly reminded me that the plane had to land on its wheels! Upon closer inspection of the wreck, a poor solder joint to the flap control horn had let go (no control). Kindly, the other competitors in the event allowed me to continue to compete with another model.

Results were:

F2B

- 1st: Frank Batty
- 2nd: John McIntyre
- 3rd: Reg Towell

Classic

- 1st: Gary Brett
- 2nd: Don Keysecker
- 3rd: Steve Yeatman

Many thanks to Brian & Lyn Draper and Dave Lewis for the BBQ, Jodie Yeatman for the tallywork, Joan McIntyre and Neil Alleyne for Judging and Dave Lewis for the certificates.

Steve Yeatman



Nobler- RIP

Control Line Aeromodellers of Gippsland Inc.

Meeting held at Moe Sunday 04/04/04

Those superstitious amongst us may not have ventured out on this numerically significant date, but 11 Clagsters were prepared to throw caution to the wind. And wind is what we got, strong and gusty all day.

Despite the elements most of us got in several flights. John Goodge had his "Brownpants" HP.40 combat wing streaking around at a ballistic pace. Rian, not to be outdone by dad, flew his newly completed lime green S.L.C.M. (short lived combat model), with ST G20 and

pacifier tank. An innovation being the Koolmint can used as a pod for the pacifier. The model flew very fast and smooth, a great effort from the youngster.

Paul Richardson arrived on his 500cc Royal Enfield motorcycle with two models strapped on the back. After some difficulty starting the OS .15Max111, his "Little Saturn" literally tore up the sky. This model was designed by Tony Cincotta when only 12 years old. Covered in Rhinocover and finished to Pauls usual high standard, this is a very capable model.

Frank McPherson had his fast flying "Magnum" singing a nice tune, the 1960's Fox .40 turning an 11x4 prop hauled the model around effortlessly. "Nice smooth inverted flight Frank!"

Mr Good Vibes, still threatening to build a new "All-American", had his faithful old Fox .35 powered model performing its usual high speed manoeuvres. His "Shoestring" OS .35FP (Photo below) also flying smooth and fast, deserves a closer inspection. A Carl Goldberg kit, most wood had to be discarded, being badly crushed, the parts however made good templates. Covering, was done by Paul Richardson, in "Ozcover". This has proven to be very durable and took the Dulux paint finish perfectly. The engine is unmodified internally but features a Just Engines true venturi of 5.8mm diameter. The propeller is an APC 10 x 6. The YS extended muffler gives the model a unique appearance and sound and assists in diverting the exhaust gunk well away. An added benefit was avoiding a potentially nose heavy model as the muffler is well back. All up flying weight came out at 35 ozs. Released at 11,000 rpm the engine picks up slightly when airborne then holds a very consistent speed, not unlike the pacifier fed combat engines. Grahams efforts have resulted in a very reliable, first flick start engine.



Vic and Steve Mitchell were not prepared to commit a model to the elements. Instead they demonstrated that **tasting** home brewed cider is an integral and apparently **very** time consuming part of the brewing process. "Not a bad drop Steve, I agree, could be a little sweeter!"

Peter Roberts however, was prepared to risk his beautiful 15oz OS.15Max111 "Peacemaker". His fears were unfounded though, as the model was unfazed by the gusty conditions.

The day finished at 4pm, true, spooky isn't it. Oh and Johnno ate 4 chicken skewers and Rian drank 4 cans of soft drink and the most common prop was an 8 xyou guessed it.

Photos of this meeting and previous meetings can be found at www.clagonline.org.au on news page.

Our next meeting will be at Knox on Sunday 2nd May, all welcome.

Graham Keene Sec./Treas CLAG Inc.

Monty Tyrell Memorial Classic Stunt

Following on from the blown-out November 30th 2003 day, the re-scheduled date of 28th March 2004 looked promising. Melbourne's beautiful Autumn weather had prevailed almost every day for the previous two months.

BUT - such was not to be. The Sunday morning began with the same type of strong and gusty Northerly wind that plagued November. Those present stood around debating the pro's and con's, with Contest Director Ken Taylor finally deciding to proceed rather than defer it once again. Unfortunately, all competitors concluded that just to survive a flight earned points not allowed for in the score.

For the first time since its inception, this event used the 1962 Pattern as per the MAAA Rules Book of the day, as was originally intended. The Score Sheets were re-designed to incorporate the differences, and circulated as best as could be to all potential fliers. It was inevitable that a couple missed out on this prior notification, and equally inevitable that a few others didn't really read just what those differences are. This Pattern has the emphasis on shape and smoothness of manoeuvres rather than the square corners etc of the present F2B Pattern, and with a procedure and sequence quite different in many respects. CD Taylor had arranged for yours truly to fly a "demo flight" to illustrate this pattern, as I'm one of very few still around today who used to fly it. I value my Nobler ARF, so chickened out and left it all to the brave and hearty, in the belief that "fools and their models are soon parted" - with apologies to whoever wrote the original adage.

Judges were arranged courtesy of the Brimbank Falcons - Toni Axon (with hubby David acting as scribe), Alan Mathieson-Harrison, and David Gregory; and positioning was as per the convention of the time - one up-wind, one side-wind, and one in the centre. Ken Donnelly and Frank McPherson most capably handled the numbers-crunching.

The only casualty (fatality!) for the day was Dave Nobes' beautifully built and finished ultra-light Nobler, which lost line tension at the top of the cloverleaf. However, all agreed that only one crash was more a matter of luck (misfortune!) than management. The wind played absolute havoc not only with manoeuvres above the 45 degree mark, but also with consecutive loops. PJ Rowland narrowly escaped burying his wheels on one occasion, and ploughing the field with his fin on another. It certainly "looked" spectacular though.

Dave Lacey drew the short straw and was the first to brave the elements, with the Fox 35 showing that model speed and available power would be the primary requirements in the conditions. Craig Hemsworth's and Mark Ellins' Fox's were much the same, while Doug Grinham's Double Star 40 and John Goodge's Stalker 40 penetrated the wind much better. Dave Nobes' very light Nobler handled things quite well, but that one lapse meant a premature end to his flying for the day.

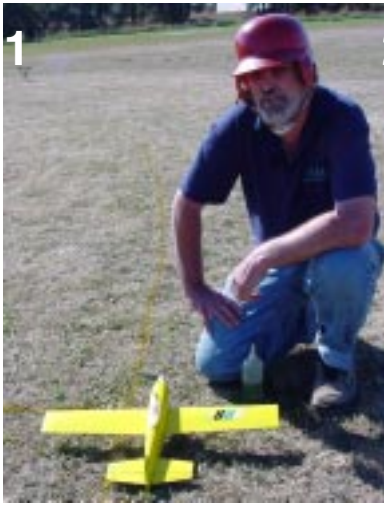
Round 2 was completed in much the same manner, and included late arrival Ken Maier with his Lil' Ambassador, powered by a Steve Rothwell-modified Chinese replica of an Oliver Tiger 2.5 cc diesel. Doug Grinham came very close to converting his immaculate Nobler to an "Instant Kit" - a little like ARF in reverse! In this round, models could be clearly seen "flying backwards" in the overheads, such was the strength of the wind at times. Fascinating to the onlooker, but horrendous to the flyer. Anyone for reverse-pitch props?

Round 3 saw all except Doug Grinham and Mark Ellins withdraw rather than take more risks. Perhaps a very wise decision! Mark experienced a quieter (by comparison) few minutes for his third flight, resulting in a lift from third place to second, at the expense of Craig Hemsworth. Them's the breaks!

All in all, a successful day socially - but a little trying flying-wise. Some wise man once said that "Life wasn't meant to be easy." Perhaps the most relevant question for the day would be "Was it meant to be this damned hard?"

On behalf of everyone, a huge thank-you to the judges and scorekeepers.





**Photo
Captions
on page 13**







The Editor wishes to thank all the people that provided photographs for this publication.



Photo Captions for 2004 Vic State Champs.

1. Andy Kerr with the winning Vintage A. With Richard Justic flying, he broke 7 minutes for the first time in Victoria, as did 2nd place Potter / Hoggan.
2. 1/2 A Combateers Graeme & Murray Wilson with Greg Pretty
3. Noel Wake puts in a fast time with his Midge
4. Just a fraction behind the winners in 1/2A team Race were 2nd placed Colin Ray & Neil Baker
5. Ray Harvey and Gavin Knight have seen new levels of performance with their R250 Oliver replica by Steve Rothwell
6. Ken Hunting works hard getting the most from his Midge speedster
7. The living legends, John & Ken Hunting, look really pleased after they drew first blood of the meet by winning F2F
8. It was all NSW teams fighting for honours in the Victorian State Champs Vintage A Final
9. Adam Kobelt's Impact/Saito56
10. Noel Wake placed 1st and 2nd in Combined Speed followed by Peter Roberts in third place.
11. Winners are grinners...and losers can please themselves. Just ask Mark & Graeme after they captured their first major Classic B title.
12. Lance Smith and Murray Wilson had lots of speed and laps with the Antares, but found quick starts elusive.
13. Robert Owen and Richard Justic were successful in 1/2 A T/R
14. Becky Wilson not only helped in the canteen, she also helped Mark clean his Goodyear racer
15. Graeme Wilson & Robert Owen battle it out in the F2D final
16. Greg Pretty & Rob Fitzgerald have a mortgage on the Goodyear trophy at the Vic. State Champs.
17. Jim Ray and the fast Crescendo, Usually reliable starts went missing.
18. Harry Bailey looks like he's about to tread on Grant Potter's bare toes in the Vintage A heats!
19. Brian Hoggan's Vint A
20. Victorious again in Simple Rat, Jim & Colin Ray enjoy the moment
21. Peter Roberts enjoys the autumn sunshine while he pits Harry Bailey's racer.
22. A pair of Hallowell/Baddock 'Swoopers'. Bright orange racer in foreground made F.T.D.
23. Gavin Knight's Wharfdale influenced Classic B racer features the 'laying of hands' by engine guru Stan Pilgrim

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2004 VICTORIAN CONTROL LINE STATE CHAMPIONSHIPS - RESULTS

F2F TEAMRACE

	Rd 1	Rd 2	Final
1. J.Hunting/K.Hunting	5:21.75	DNF 47	11:05.94
2. H.Bailey/P.Roberts	5:55.59	9:51.66	DISQ 26
3. M.Wilson/R.Fitzgerald	5:06.65	DNS	DISQ 7
4. J.Hallowell/K.Baddock	DNF 8	DNF37	

F2A SPEED

	Rd 1	Rd 2	Rd 3	km/h
1. R.Justic	12.736	N/T	ATT	282.74
2. N.Wake	15.916	14.845	15.33	242.57

COMBINED SPEED

Class	Rd 1	Rd 2	Rd 3	km/h	%	
1. N.Wake	1	15.03	14.94	14.90	241.67	98.25
2. N.Wake	5	14.96	14.85	15.15		97.82
3. P.Roberts	1	16.27	15.75	DNS	228.63	92.95
4. H.Bailey	P	30.72	30.58	30.67	189.50	78.87

F2C TEAMRACE

	Rd 1	Rd 2	Rd 3	Final
1. G.Knight/R.Harvey	DISQ	3:49.22	3:35.63	8:12.25
2. R.Fitzgerald/M.Ellins	3:35.90	3:45.87	3:29.56	DNF 175
3. G.Wilson/P.Cameron	3:54.65	DISQ	DNF 72	DNF 68
4. R.Justic/P.Stein	W/D	3:48.96	DNF 42	
5. C.Ray/K.Baddock	4:19.59	4:20.91	3:56.84	

½ A COMBAT

	Rd 1	Rd 2	Rd 3	Rd 4	Rd 5	Rd 6	Rd 7
1. G.Wilson	W	B	W	L	W	W	
2. M.Wilson	W	L	W	W	B	L	
3. G.Pretty	W	W	L	L			W
4. A.Kobelt	B	L	W	W	L		L
=5. R.Owen	L	W	L				
=5. K.Maier	L	W	L				
7. H.Bailey	L	L					

F2D COMBAT

	Rd 1	Rd 2	Rd 3	Rd 4	Rd 5	Rd 6
R.Owen	W	W	B	L	D	W
G.Wilson	L	W	W	W	D	L
K.Baddock	W	L	L			
G.Pretty	L	L				

VINTAGE A TEAMRACE

	Rd 1	Rd 2	Final	Model	Engine	Wing area
1. R.Justic/A.Kerr	3:17.28	D.N.S	6:50.69	Voodoo 5	Kerr Oliver	74 sq in
2. G.Potter/B.Hoggan	3:26.19	3:43.03	6:55.78	Voodoo 5	Rothwell Oliver	72 sq in
3. G.Knight/R.Harvey	3:29.34	DISQ	DNF 66	Tiger Terror	Rothwell Oliver	77 sq in
4. J.Hallowell/K.Baddock	3:30.59	3:30.50		Voodoo 1	Timmy C.S.	88 sq in
5. G.Wilson/M.Ellins	3:41.40	3:42.13		Voodoo 5	Kerr Oliver	71.5 sq in
6. C.Ray/J.Ray	4:25.75	3:42.88		Voodoo 3	M.R.S. C.S.	71 sq in
7. H.Bailey/P.Roberts	4:24.84	4:35.65		Footprint	Taipan B.R.	89 sq in
8. J.Hunting/K.Hunting	4:29.22	4:38.35		Footprint	C.S. Olly	90 sq in

F2B AEROBATICS

	Rd 1	Rd 2	Rd 3	Best 2 Rd's
1. P J. Rowland	1038.5	<u>1080.0</u>	<u>1055.0</u>	2135.0
2. D.Grinhams	893.0	<u>974.5</u>	<u>974.5</u>	1949.0
3. C.Hemsworth	887.5	<u>962.5</u>	<u>981.0</u>	1943.5
4. M.Ellins	955.0	<u>963.0</u>	<u>970.0</u>	1933.0
5. A.Kobelt	938.5	896.0	<u>960.5</u>	1899.0
6. K.Taylor	522.5	<u>661.0</u>	<u>609.0</u>	1270.0
7. P.Rowland	0	0	0	0

VINTAGE STUNT

	Static	Rd 1	Rd 2	SCORE
1. D.Grinhams	121	306	<u>322</u>	443
2. K.Taylor	109	275	0	384
3. K.Maier	<u>103</u>	253	<u>270</u>	373
4. M.Usher	<u>79</u>	202	<u>239</u>	318
5. P.Angleberger	<u>94</u>	<u>207</u>	163	301
6. T.Matthews	111	0	0	111

2004 VICTORIAN CONTROL LINE STATE CHAMPIONSHIPS - RESULTS (Continued)

CLASSIC B TEAMRACE	Rd 1	Rd 2	Final
1. G.Wilson/M.Ellins	3:16.53	DNS	6:35.38
2. J.Hallowell/K.Baddock	3:12.75	3:18.00	6:45.06
3. C.Ray/J.Ray	3:30.03	3:26.22	7:10.12
4. H.Bailey/P.Roberts	3:31.06	3:47.57	
5. G.Knight/R.Harvey	3:40.60	3:59.89	
6. M.Wilson/L.Smith	5:15.06	4:28.09	
7. J.Hunting/K.Hunting	DNF 34	4:33.09	

MIDGE SPEED	Rd 1	Rd 2	Rd 3	km/h
1. K.Hunting	9.50	10.97	10.76	152.14
2. C.Ray	10.24	10.51	10.41	141.15
3. M.Wilson	11.44	12.46	DNS	126.34
4. N.Wake	11.68	12.16	11.53	125.35
5. J.Hunting	11.60	N/T	12.40	124.60

½ A TEAMRACE	Rd 1	Rd 2	Final
1. R.Justic/R.Owen	3:41.40	DNS	7:22.19
2. C.Ray/N.Baker	4:07.19	3:46.50	7:23.20
3. M.Wilson/A.Lumsden	3:57.28	3:48.03	DNF 165
4. K.Hunting/J.Hunting	4:22.71	4:21.94	
5. G.Wilson/M.Ellins	4:50.50	4:26.53	

GOODYEAR	Rd 1	Rd 2	Final
1. R.Fitzgerald/G.Pretty	3:25.57	DNS	6:56.22
2. G.Wilson/M.Ellins	4:03.12	DNS	8:21.41
3. R.Justic/R.Owen	3:45.30	DNS	DNF 49
4. C.Ray/J.Ray	4:11.03	4:53.45	
5. M.Wilson/A.Lumsden	4:22.25	DNF 34	
6. J.Hunting/K.Hunting	DNF 25	DNF 69	

SIMPLE RAT RACE	Rd 1	Rd 2	Final
1. C.Ray/J.Ray	104	108	217
2. J.Hunting/K.Hunting	101	105	213
3. H.Bailey/P.Roberts	104	102	204
4. M.Wilson/G.Wilson	102	101	
5. J.Hallowell/K.Baddock	95	DNS	
6. R.Owen/R.Justic	75	DNS	

MINI GOODYEAR was not flown and will take place during the Frankston contest day on May 16th

Notes on Vintage A Team Race provided by Allan Lumsden

Engines

Rothwell	<i>:- Steve Rothwells manufactured replica of the Oliver Tiger design.</i>
C.S.	<i>:- C.S. Replica of the Oliver Tiger design.</i>
Kerr Oliver	<i>:- Andy Kerr and some of Steve Rothwell manufactured parts fitted into Oliver crankcase.</i>
Timmy Tiger	<i>:- Tim Gillots parts in a C.S. replica of the Oliver Tiger.</i>
Tiapan B.R.	<i>:- Manufactured by Gordon Burford in Australia.</i>
Oliver Tiger	<i>:- Manufactured by John Oliver in England.</i>

Conclusion :-

It seems the Voodoo 5 is the best model, as the rules state minimum wing area to be 70 sq in and the Voodoo's wing area of 72 sq in is O.K.

Engines. It seems that the Steve Rothwell replica engine is now the only way to go, but I am not sure how many engines Steve will have available. At this time I do not know of any other replica of the Oliver Tiger engines being competitive or available.

57th Nationals Busselton 2004

From Rob Fry.

All 10 events held over the week of the 17th – 24th April had good entries it was great to see 12 teams in Vintage A Team Race and 15 entries in Vintage Combat was a highlight of the week on the last day.

The weather early in the week saw moderate to strong winds from the coast gusting to 20 knots for the hard stand racing events so most rounds were drawn as 2 up heats. The conditions during the Goodyear event were considered unsafe for a three up final so 2 x two up finals were flown. This shows excellent initiative and judgement by the Contest director to consider the safety of the pilots, models and spectators.

A big thank you must go to all the CD's, helpers, judges and officials. A very friendly week of competitions (but still serious) were enjoyed by everyone. The week prior to the Busselton Nats the R/C pylon events were held in Mundijong and some of the C/L guys volunteered to assist with time keeping and cut judging. This was well received and in turn we had a couple of guys from Pylon helping us with time keeping for the whole week!

Unfortunately I was not able to see all events but here are some of the highlights that I did get to see,

F2C Team Race started the week off and it was great to see everyone getting times well under 4 minutes with only one time just outside 4 minutes and just a few DNF's. The final was a treat with our next C/L World Championship participants Mark Ellins and Rob Fitzgerald putting in a great race to take the win, just under 4 seconds slower than the current Australian record.

Greg Pretty and Rob Fitzgerald put in a very professional effort and thoroughly deserved their win in Goodyear. Greg came over last minute to enter and it was good to see him rewarded for his terrific efforts. Hopefully the rest of us can improve and really give these guys a good challenge next time. Graeme Wilson's model had a push rod failure and flew a few loops and spread itself across the tarmac. He was lucky not to take out Harry Bailey/Mark Sherburn in the final who were very surprised to come away with a second place medallion.

John Hallowell and Mark Ellins flew a new fastest heat time in Bendix with 3.21.81 but with a malfunctioning shut off in the final let the race slip back into the hands of Rob Fry and Alasdair Taylor. No doubt this will just make John hungrier than ever for a victory at the next battle of the "Bendix's"

Open combat had everyone on the edge of their seat (ready to duck for cover!) with some fast and furious action and the final bout between the Bush Chook combat team boys of Rob Fry and Richard Bellis was a full on battle. Ron Hoogenkamp had the newest gear from the US with light open frame models powered by Nelson and Fora 36's. Very fast, very manoeuvrable, very scary.....

Vintage A Team Race is always a difficult one to win for the Local guys but the team of Norm Kirton and Charlie Stone showed their experience against the very fast and slick teams from Victoria. A credible second place in the final not far behind the Wilson / Ellins team showed their

experience and consistency using a stock CS Ollie.

Classic B Team Race was won by the 'Flying Purple People Eater' for the 3rd year in a row. John Hallowell and Rob Fitzgerald were pushed all the way by the very quick racer of Hans Bertina and Ian Thompson and the super reliable Wilson / Ellins. Rob Fitzgerald made 2 first flick starts in a row to help make sure the F.P.P.E. crossed the line first.

Vintage Combat was the last event of the week and with 15 entries was guaranteed of some top action and we got it! Our Eastern states entries (4) had not flown this event before but you couldn't tell that, they took to it like ducks to water. Mark Ellins and Stuart Sherlock had 4 re-fly's until Mark won out and went on to win the event. Adrian Dyson and Mark Sherburn have definitely proven themselves to be very skilful combat pilots taking the 2nd and 3rd placings and are the ones to watch out for at any combat comp in the future.

Due to an unprecedented number of re-fly's the event ran late and in the fading light (pitch black) the fly off for 3rd & 4th was flown under the light spilling from the Hockey field next door. Just one of the special moments to remember and have a laugh about.

I'm sure when the Nationals are offered to WA again we will jump at the opportunity and welcome everyone to come to the other side of the island for some great competition and a relaxing holiday as well.

Remember time only exists on your wrist, life's not a practice run, so get out and enjoy it **now....**



Robert Fry with his record breaking Sports Pulse Jet at Busselton Airport.

57th Nationals results from Busselton W.A. 2004

F2C Team Race	Heat 1	Heat2	Heat 3	Final	Placing
Fitzgerald / Ellins	3.25.65	-	-	7.04.72	1st
Hoogenkamp / Leknys	3.36.81	DNF 79	3.55.70	7.39.65	2nd
Wilson / Walton	3.47.59	3.30.91	-	DQ 145	3rd
Thompson / Bertina	3.54.50	3.46.34	3.54.12		
Stivey / Morrow	3.57.15	4.05.88	-		
Bellis / Gannon	DNF 62	DQ 29	-		

Combined Speed	Class	time	time	time	speed kph % record	Placing
Rob Fry	Sport Jet	12.83	12.44	12.53	232.86 100.05	1st
David Axon	Sport Jet	13.81	13.93	13.37	216.66 93.09	2nd
Alasdair Taylor	Sport Jet	13.46	-	-	215.21 92.47	3rd
Peter Van-Meurs	Proto 21	30.56	-	-	- 78.89	
Rob Fry	Open Jet	10.75	10.59	-	271.95 97.45	
Rob Fry	IV	16.41	-	-	176.52 80.42	
David Axon	Open Jet	-	-	-	-	
Ron Hoogenkamp	Open Jet	-	-	-	-	
Grant Lucas	IV	-	-	-	-	

F2B Aerobatics (Best 2 rounds avg)	Rd1	Rd2	Rd3	Score	Placing
Peter White	1987	2070	2090	2080.5	1st
Mark Ellins	1857	1946	2002	1974	2nd
Peter Smith	1804	1869	1918	1893.5	3rd
Stuart Sherlock	1243	1830	1840	1835	
Phil Trueman	1578	1799	1783	1791	
Richard Morrow	1422	1372	1556		

Goodyear Team Race	Heat 1	Heat 2	Final	Placing
Fitzgerald / Pretty	3.34.85	-	7.23.71	1st
Bailey / Sherburn	5.07.73	5.37.84	10.27.56	2nd
Fry / Taylor	DNF	4.07.60	10.42.59	3rd
Wilson / Ellins	DNF	4.07.92	DNF	4 th
Hoogenkamp / C Lekneys	5.19.84	5.57.30		
Letchford / Walton	5.42.71	DNF 31		
Bellis / Gannon	6.31.31	DNF53		
Stivey / Adler	DNF 69	DNF		
Hallowell / R Lecknys	DNF	DNF		
Thompson / Bertina	-	-		

Note 2 x 2 up finals flown due to strong winds.

Vintage Stunt	Model pts	Flying pts	Total	Placing
Peter White	96 / 96	188 / 185	565	1st
Phil Trueman	89 / 89	161 / 170	509	2nd
Fred Adler	94 / 92	104 / 126	416	3rd
Mal Bone	71 / 71	115 / 158	415	
Dick Gibbs	96 / 96	49 / 88	329	
Ivor F	81 / 80	23 / 23	207	

Open Combat					Placing
Rob Fry	W	W	W	W	1st
Richard Bellis	W	W	W	L	2nd
Jim Stivey	W	L	L		3rd
Ryan Leknys	Bye	W	W/D		
Ron Hoogenkamp	L	Bye	L		
Stuart Sherlock	L	L			
Trevor Letchford	L	L			

Bendix Team Race	Heat 1	Heat 2	Final	Placing
Fry / Taylor	3.30.18	4.24.69	7.05.51	1st
Hallowell / Ellins	3.21.81	-	7.35.91	2nd
Wilson / Walton	3.52.85	3.50.53	9.37.39	3 rd
Hoogenkamp / Ieknys	5.49.78	4.13.20		
Thompson / Bertina	4.31.67	-		
Stivey / Adler	5.04.44	4.37.23		
Bellis Gannon	6.28.76	DNF 78		

Vintage A Team Race

	Heat 1
G Wilson / Ellins	3.39.00
Kirton / Stone	3.55.31
Hallowell / Fitzgerald	3.32.54
M Wilson / Van-Meurs	3.49.56
Stivey / Adler	3.56.09
Thompson / Bertina	3.55.22
Letchford / Walton	4.41.07
Pickin / R Lecnys	4.56.66
Hoogenkamp / C Lecnys	4.25.44
Fry / Taylor	4.28.94
Bellis / Gannon	5.10.06
Bailey / Dyson	5.03.88

Heat2

-
3.42.38
-
3.58.63
3.51.22
4.44.53
4.08.85
4.21.94
5.26.79
DNF
4.56.00
DNF

Final

7.36.69
7.43.50
DQ 149

Placing

1st
2nd
3rd

During the second heat between the three teams Hoogenkamp/ Lecnys, Bailey/ Dyson and Fry/Taylor a major line tangle and the fact that the models were not fitted with shutoffs resulted in two models being written off. In the final Hallowell/Fitzgerald had to take evasive action to avoid a collision. This resulted in the activation of the shutoff which lead to an unfortunate DQ as per the rules. Under these circumstances the activation of the shutoff was obviously accidental and impeded the progress of the team concerned. Surely the rules should be amended to read "Intentional operation of the shutoff will lead to a DQ" Ed

Classic "B" Team Race

	Heat 1
Hallowell / Fitzgerald	3.47.81
Wilson / Ellins	3.15.66
Thompson / Bertina	3.56.84
Bailey / Dyson	3.31.59
Hoogenkamp / R lecnys	4.00.97
Kirton / Stone	3.57.06
Fry / Taylor	4.59.65

Heat 2

3.27.13
-
3.23.81
3.54.96
3.48.72
3.50.19
DQ

Final

6.19.37
6.33.47
7.17.80

Placing

1st
2nd
3rd

Vintage Combat

	L	W	W	W	W	Placing
Mark Ellins	L	W	W	W	W	1st
Adrian Dyson	W	-	W	W	L	2nd
Mark Sherburn	W	-	W	L	W	3 rd (fly off)
Stuart Sherlock	W	-	W	L	L	4 th (fly off)
Harry Bailey	W	-	W	L		
Graeme Wilson	W	-	W	L		
Fred Adler	W	-	L			
Trevor Letchford	L	W	L			
Jim Stivey	W	-	L			
Rob Fry	L	W	L			
Matt Pickin	L	W	L			
Murray Wilson	-	L	L			
Ron Hoogenkamp	L	L				
Ryan Lecknys	L	L				
Richard Bellis	L	L				



- some take a little longer - and some MUCH longer!



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



REMEMBER
THE
WEEKEND
AFTER
MOTHERS
DAY

THE AEROMODELLING VETERANS' GATHERING.

Greetings,

The Gathering is on so come one and all on the 15th and 16th May 2004. Sorry we are so late in the official notification this year but we nearly did not continue due to financial and manpower constraints which as you know get harder to overcome each year.

PLEASE REPLY BY THE 5TH OF MAY 2004

Are you coming to DINNER Saturday Night. YES/ NO Numbers

Can you Help not compulsory but will be a hoot;

Thank you, and you can contact Helen by (post) or

email; [millie\(a\).reset.net.au](mailto:millie(a).reset.net.au)

Or the Mouth from the South

email; [rosdenw\(a\)@neteentral.com.au](mailto:rosdenw(a)@neteentral.com.au)

For Sale

Super Tigre ST46 ex-Doug Harlow, excellent performance, complete with competition muffler, ready to go. \$150.

Triathlon competition plane 36 inch (suit PAW 2.5) good \$25,
 Burke Mako Sport 46 inch stunter with excellent OS20 and muffler (flies good) \$100,
 Grinham-built 36 inch sport plane with Webra 19 and muffler (all excellent) \$100,
 Vintage Flite Streak 42 inch with new PAW 2.5TBR and muffler (with vintage docs/plans), \$125
 Vintage Ringmaster 42 inch for PAW 2.5

good \$25,
 Taylor-built Vintage Chief 54 inch with Fox 35 and muffler (all excellent) with vintage docs/plans (3rd in State Vintage) \$250,
 Taylor-built All-Australian Mk2 with OSFP40 (MRS) with Vintage doc/plans, 4th in Nats Vintage \$230,
 Also night scrambler Tomboy with Mills 75 specially built to pack away in transport box (superb) \$195.

Derek AH 03 9889 1149.

1964 MERCO multi - speed "61" (small case, single plug) Brand New, un-run in original box with instructions. Forget the latter day Merco's, this early D.J.Allen model is a classic example of British engineering at its very best, and comes with an Industrial Award from The Design Centre to prove it! \$220

Early 1960's JOHNSON 35 "Stunt Supreme" Brand New, Never Run or even mounted - no box or instructions. An identical engine to this sold for US\$264 on eBay just before Christmas, and an empty box with papers made over \$60! \$240

1957 ENYA 29 - III Near New in original box with photo copy of original instruction leaflet. This engine is in Exc. mechanical condition, but has been bench run, has a non standard prop. washer and some of the screw heads are marred. This engine (unlike the later III - B) came only with a 9 : 1 fitted cylinder head. \$120

Early '70s vintage OS Max - H 40 R/C motor converted to C/L with Robbie Hiern venturi & Enya NVA. Comes with extra head shims and Irvine "dustbin" muffler. Has 2 ringed piston and single rear ball race shaft. Represents the peak of OS quality and is new, unrun in original box. \$150

TAIPAN 2.5 "Gold Head" R.E. R/C motor NIB \$130
 Early '70s FOX 40 Stunt - this is the big lug, George Aldrich developed semi schnuerle model. Has been run on the bench, but otherwise NIB. \$140

Please phone BOB ALLAN (a.h.) on (03) 5145 5548

Newsletter Editor

Harry Bailey.
 37 Thompson Street.
 Clayton.
 VICTORIA. 3168.
 Telephone (03) 9543 2259.

WANTED

WANTED; A tin of the old style K&B Super Poxy Part B Paint Catalyst.

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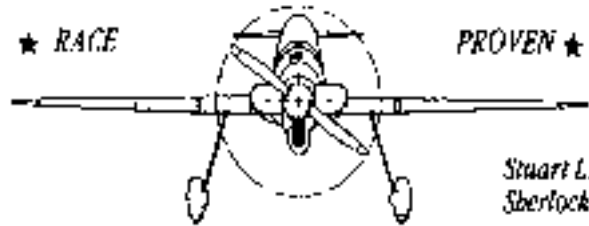
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or phone 0408 367 080.

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F2C05	6.3 X 6	<i>Supercool</i>
F2C06	6.8 X 5.8	<i>First in Racing</i>
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