

THE VOICE OF CONTROL LINE
AEROMODELLERS FROM
AROUND AUSTRALIA

Number 88



Produced by the Victorian Control Line Advisory Committee

May 2005
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**Copy Deadline for next issue is:
Wednesday 18th May 2005
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 or email. This makes formatting much easier on the editor.

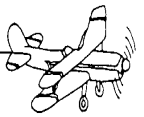
Email address:- acln@optusnet.com.au



COMING EVENTS



COMING EVENTS



VICTORIAN CONTROL LINE CONTEST CALENDAR 2005

DATE	EVENT	CLUB
MAY 15	FAI & Combined Speed, Triathlon (Artil Trophy), 1/2 A Team race.	CLAMF
MAY 22	FAI Stunt (Yeoman Trophy), Hearn's Trophy (Classic Stunt) Novice & Jnr Aerobatics, Simple Rat race, Classic Stunt, Class 2 Team race.	KMAC
JUNE 5	Balloon Burst, Limbo.	SMAC
JUNE 5	C.L.A.G. Country Flying Day	Knox
JUNE 19	FAI Team race, Goodyear, 1/2 A Combat, FAI & Modified Combat.	CLAMF
JUNE 26	Vintage Stunt, Combined Speed, Classic Stunt, Vintage "A" Team race.	KMAC
JULY 3	Simple Combat.	SMAC
JULY 17	FAI & Combined Speed, Jnr 2.5cc Combat, Mini Goodyear, Jnr 2.5cc Rat race.	CLAMF
JULY 24	FAI (Stuntmasters), Novice & Jnr Aerobatics, Class 2 Team race, Classic "B" Team race.	KMAC
AUG 7	Simple Rat Race (Whipping permitted).	SMAC
AUG 14	FAI Team race, 2.5cc Rat race, 1/2 A Combat.	CLAMF
AUG 21	Classic Stunt, Vintage "A" Team race, Combined Speed.	KMAC
SEPT 4	Classic Stunt, Vintage Stunt, Aust "A" Team race, Classic "B" Team race, Simple Combat.	MOE
SEPT 18	FAI & Combined Speed, Simple Rat race, 1/2 A Team race.	CLAMF
SEPT 25	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

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. (NEW SOUTH WALES)

Contest Calendar 2005

DATE	CLUB	EVENT
May 14-15	MDMAS (Muswellbrook)	VETERANS' GATHERING
Sun May 29	SSME	F2B Aerobatics
Sun Jun 5	KMFC	Palmer / Aldrich Classic Stunt and CLUB STUNT (Novice)
Sun Jun 26	KMFC	GALA COMBAT DAY
Sun Jun 3	IMAC	F2B Aerobatics
Sun Jul 3	KMFC	2.5 Stunt, Simple Rat and Slow Combat
Jul 8-14 "Benson's Lane, Richmond. NSW" AUSTRALIAN MAAA 58th National Championships		
Sat Jul 23	REMAC	Mid Winter Vintage Stunt.
Sat Jul 24	SSME	"Vintage 1/2 A, Vint B, Goodyear T/R, Combined Speed"
Cancelled		
Sun Jul 25	SSME	"Phantom, Vintage A, Bendix T/R"
Sun Aug 7	KMFC	F2B Aerobatics
Sat Aug 13	KMFC	CLUB STUNT (Novice)
Sun Aug 28	SSME	Slow Combat (Bonus points for WW2 Style model).
Sep 10-11th MAAQ. CLASII Ipswich MAAQ C/L Scale State Championships. J.Taylor 0733927679		
Sun Sep 11	KMFC	"Classic Stunt, Vintage Stunt, Simple Rat, Slow Combat, SWAP MEET"
Sat Sep 24	KMFC	CLUB STUNT (Novice)
Sun Sep 25	SSME	F2B Aerobatics
Oct 1-3rd.	MDMAS as host club.	
NSW C/L STATE CHAMPIONSHIPS		
Sat Oct 15	REMAC	Spring Vintage Stunt
Sun Oct 17	IMAC (Berkeley)	F2B Aerobatics
Sun Oct 30	KMFC	JUNIORS DAY
Sun Oct 16	KMFC	JUNIORS' DAY
Sat Oct 29	SSME	"Vintage 1/2 A, Vint B, Goodyear T/R, Combined Speed"
Sun Oct 30	SSME	"Phantom, Vintage A, Bendix T/R"
Sat Nov 5	KMFC	CLUB STUNT (Novice)
Sun Nov 6	SAT (Kelso Park)	F2B Aerobatics
Sun Nov 13	KMFC	"Vintage T/R, 1/2 A, A and B. "
Sun Nov 20	NACA at Gateshead H.S.	ClassicStunt&Cardinal Stunt. (I.Smith Ph:024975 2292)
Sun Nov 27	KMFC	1.6 and Slow Combat
Sun Dec 4	Doonside (Kelso Park)	F2B Aerobatics
Sun Dec 11	KMFC	Christmas Party and Fun Fly

"Doonside. Kelso Park North, Panania. "

"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, 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. "

CLASII CALENDAR 2005

CLASII FIELD HAS NOW REOPENED AND EVENTS WILL BE HELD AS SCHEDULED. At this point in time the only competition scheduled will be the **Queensland C/L Scale Championships to be held at one of our two fields on September 10/11.** Further details will be advised later in year **Please note Club flying days have been changed to SATURDAYS.**

Regardless of what day it is **flying is only permitted between 9am and 5pm** (i/c. engines are not to be run before or after these times) and in accordance with **MAAA, MAAQ and Club policy**, permission must be sought from club executives for **visitors** to use facilities on days other than **SATURDAYS**. Mufflers are to be used wherever possible. **Field entrance gate will be locked except for designated flying times.**

Aside from **published competition days**, after more than two casual visits, FAI licence holders would be expected to apply for Associate membership of Clasii. All members and visitors to the field will be required to sign an attendance book. This action assists in meeting insurance requirements and would be of great help in the event of a claim being made. Visitors to the field **MUST** show their current FAI Card. **NO CARD NO FLY** **Intending members** will be allowed two visits (training days) before being requested to apply for membership. Applications will be then be assessed by Committee and applicant advised of outcome before any fees are payable.

CLUB AND ASSOCIATE MEMBERS WILL BE ABLE TO ACCESS THE FIELD 7 DAYS PER WEEK BETWEEN 9am and 5pm

Victorian State Championship - 2005

Author: Ken Donnelly

Why I love model aircraft control line flying and the 2005 Vic State Championships

This year we were truly blessed with great weather and near perfect conditions for the Victorian State Championships held at the Knox field over Easter. Clear skies, light winds and a field on which council workers and others had done some excellent preparation work, set the scene for some memorable days.

The first day of competition saw a good field of entrants for Vintage stunt and when I arrived at the field it was

obvious to me we were in for a real treat. All looked set for the competitors from different parts of Victoria as well as a sizeable contingent from NSW to provide us with some wonderful flying as well as the chance to admire some beautifully made vintage models. In the event the day proved to far outweigh my expectations.

As each competitor stepped up to the mark it was obvious they were doing their level best to walk away with the trophy and that after all is as it should be. The really important thing however was the spirit in which the competition was conducted.

As I sat there enjoying the day's proceedings it was great to see just how much the guys enjoyed what they were doing, and most importantly how each man was only too willing to help out other competitors if requested. Try finding that in other competitions!!

I marvelled at the easy skill of Doug Grinham, a true master and the eventual winner of Vintage, as he smoothly put his beautifully built Jamison aircraft through the pattern. I guess we have come to expect this from someone like Doug but we should not forget just how much skill and effort goes into producing those exquisite models and flying them as well as he does.

But that is surely not to take anything away from the other competitors. Frank Battam with his Hot Rock, Dave Nobes with his Fox 35 powered Nobler as well as Ken Taylor, John Goodge, Mark Usher, Ken Maier and Dave Lacy all provided great individual performances.

All of these guys produced a day which was quite magic and for someone like me, an absolute pleasure to watch.

The next day saw the F2B guys as well as a good collection of Novices hit the boards, with the weather in the main still remaining very good.

Again the F2B provided some absolutely spectacular performances with the ultimate winner PJ Rowland flying his Vortex through a final round that was truly worthy of the trophy.

For me it was also such a pleasure to watch Frank Battam fly his Saito powered Gee Bee which performed so consistently and well through out. I was fortunate enough to meet Frank after the comp and tell him how much pleasure I gained from watching him and his model perform. Now there is a real gentleman and a credit to our hobby. Well done Frank.

The performances put in by Adam Kobelt and Mark Ellins to gain 2nd and 3rd places were just great. I also found it particularly interesting to see Dave Simons' Yatsenko model flying. It was totally effortless and so smooth that it almost seemed to go into a completely new realm of stunt performance.

Novice was as it should be. The guys lined up keen and full of expectation. And fly they did. It was simply fantastic to see these guys go at it. In a hotly contested competition Damien Sammut came in 1st with Greg Barclay ever so close 2nd and Dave Lacy 3rd. Great stuff fellas.

As I was watching the comp, at some stage I remember looking across the field and what I saw was something that I personally have not seen for a long, long time. Circle 1 had the team race and speed boys in action. Circle 2 was Stunt. On Circle 3 some earnest stunt practice was in full swing and the various pits were a hive of action. This was added to by a significant presence of the general public and interested modellers. The field was an absolute picture and everything added up to a magnificent event. It reminded me of Surrey Park all those years ago in what was supposed to be the best days of Control line flying.

Well, what this comp proved is that our hobby is alive and still has plenty of potential. It can be done and it was this Easter.

What however we must remember is that it does not happen in a vacuum. This competition only came about and was so successful because of the real efforts of a few people.

People like Peter Rowland Snr the Contest Director, the judges F2B – Craig Yeoman and Andrew Frith. Vintage judges – Ian Ferris and Ken Dowell.

And what about Frank McPherson who gave up all his time to collate and tally the scores.

These guys make it possible and they deserve a great big thank you from all of us.

And finally to all the competitors, congratulations for the effort you put in and most importantly for the spirit in which the competition was conducted.

And that's why I love Control line flying. It doesn't get any better in this life.



TARMAC Notes for March and April

Quite some time ago I had a nasty moment while running a Fox .40 in my metal engine stand. It is solidly made in steel and is of the type that clamps the engine lugs on to steel blocks. Had anyone asked prior to this I would have been prepared to swear that no engine could escape from it, but I was wrong. While screaming it's head off, the Fox started to slide out from the clamps, and it was a worried Charlie that had to put his hand down near to the engine to rip off the fuel line. My concern was that if the now mobile engine swung around while I had my paw down next to the engine, I might end up with it getting severely chopped about. Fortunately for me, that didn't happen. After that exercise, I inserted two 1/16th inch piano wire pegs into the blocks so that they sit up inside the front engine mounting holes when a motor is clamped down and if one should ever again start vibrating it's way out, it ought to be arrested by those pegs. That is the plan anyhow.



The offending engine stand with a clamping plate swung aside to show one of the 1/16th safety pegs that sit inside the front mounting lug holes when an engine is clamped in place. Until I took this photo, I hadn't realized just how thick and glutinous the layer of protective castor oil residue had become. I may have to wash it now.

Now just to disabuse you of the view that I am the only mug that has ever had this sort of excitement, Adrian Dyson sent me the following excerpt from a story about Pratt & Whitney, a company that makes full sized aeroplane engines. This shows us that it isn't just modelers who get frights like that now and again.

Dana Waring, one of the test engineers who made a career at Pratt & Whitney, told a story about a spectacular crankshaft failure. Waring was observing an engine running at full power in the test cell. It was outfitted with a metal flight propeller that, in conjunction with the short exhaust stacks, was making a huge amount of noise. In the blink of an eye, and with a loud bang, the engine rotated 180 degrees in its test stand fixture, tore loose from its mounts and came to rest on the test cell floor, leaking oil and smoking. In the mean time, the propeller had sheared off and flown forward to the front of the test cell, knocking a dent in the concrete wall. The propeller hovered there for a few revolutions until it lost some momentum, and then slid to the floor, still rotating. When the propeller blades began hitting the floor, the entire propeller began walking around the forward end of the test cell until it used up its remaining momentum and came to rest. Dana Waring said that after that experience he was very reluctant to enter the test cell while an engine was running. (As you would be)



From the TARMAC archives this month we have a photo of

the 'Quest' B class team racer of Rod Ashton. The note with it said that it was built in 1953 and had OS .29 power, but there are clues that make me doubt that. First is the Eta sticker on the fin and second is the needle valve that is obviously placed for a rear induction engine and looks to me just like the Eta item. My bet would be that this one is NOT powered by an OS. The photo was supplied by Johnny Orr.

As you may remember, I am a member of the Society of Model and Experimental Engineers (WA). The society was formed in 1931. One of our club members has just succeeded in creating a record that is quite unique for our club, and though it is not an exclusively aeromodelling club, I would like to pass it on. John Street joined the club as a teenager and has been an active member of the society continuously for seventy (70) years. That is something that I think is worth recording, and surely can't be claimed by many other people or model clubs.

The annual TARMAC stunt competition has been successfully run again. Although the weather leading up to this event was very second rate and was expected to worsen on the day, much to our surprise it actually turned out very well. The breeze was light and variable, but as you might expect, the general flow was toward the sun which, (oddly enough) was as bright as the sun. First event to be held was Novice stunt, flying the vintage schedule. This is an event that Phil Trueman has been promoting for a while. The idea is to encourage competition entries by modelers with less experience who might otherwise be put off by the prospect of having to tackle the full F2B schedule and the 'Experts' at the same time. This was won by Mark Sherburn flying a 'Manito'. In second Place was Steve McMurray with an 'Impact' and third was Dicky Gibbs flying a 'Ukey .40'. The F2B class was won by Peter White (what a surprise) using one of his vast stable of GEO XLs. That one was powered by a long stroke Stalker .61. In second place was Phil Trueman, flying a PA .61 powered GEO XL and in third was Charlie Stone with an ST .46 powered 'Stiletto'.



TARMAC stunt winner Peter White used this Stalker .61 powered GEO XL. It is one of several examples of this Bill Werewage design that he has built. I suppose that they must be good or he wouldn't keep on building them.

Stolen from the April Newsletter of Fibreglass and Resin Sales is this evaluation of a new adhesive product. It may interest some people and although I am well aware that Control Line people would only rarely have call to use PVC for construction, I have been told that one of the other

modeling disciplines (not the Free Flight one) does sometimes use this heavier but more disposable material from time to time.

FRS writes: We get new products to test quite often, some of them are products we like, and others we "don't like". Some of the claims made for various products are suspicious and we recently trialled a product called NMP Marine Pack. It is an adhesive which claimed that it could stick to PVC pipe and would set well underwater. Our reaction was, 'Oh Yeah?' After subsequent testing we had to admit that it got about a 90% bond to PVC (we glued a steel bolt to a PVC pipe fitting) we mixed some adhesive, applied it to a substrate and submerged it in water, 48 hours later it's hard, we applied some underwater and cured it underwater with the same result. As with all epoxy's, it probably took another 6 or 7 days to get a full cure. We were impressed!!!

Fibreglass and Resin Sales (phone 08 9470 2571 or on the web at <http://www.fibreglass-resin-sales.com.au>) are stocking small 100ml kits of this product at \$26.95 including GST, or larger amounts on demand.

I heard through the grapevine in January or thereabouts that our roving reporter in the east, Jim Trevaskis had bought himself a Brodak ARF full fuselage Oriental. I didn't know much more than that, but had an inkling from some comments that it wasn't entirely a model of perfection. Then the news arrived from Ken Dowell that Jim had suffered a line break while flying that resulted in the demise of the Oriental. I enquired after the details, and Jim sent me some interesting comments about his experiences with the presentation, building and flying of this addition to the locally available control line ARF lineup.

With Jim's permission, here is an edited version of his letter. Jim writes:

"Before all the falsehoods and embellishments trickle across the continent I'm here to put the record straight re my recent foray into the world of novice stunt at the Vic champs. I guess I should start at the beginning which goes back to mid January '05 when I took delivery of a Brodak ARF full fuse Oriental. It looked quite nice. I set it up as per the instruction book, Jeeez 40 degrees flap and 20degrees of elevator don't seem right? No worries! fly it then fix any quirks. The first flight was more akin to a tether car, still the bonus was that it kept some of the Brimbank members mildly amused.

I took it home and cut the turtle deck open to swap the pushrods over on the flap horn, then cut into the fuse side and accessed the elevator horn to move the link up to the centre hole and added 80gms weight to the tail. No point in making one change at a time, finally I ordered a super light muffler. The next outing it came off the ground. For the next couple of weeks it's trim this, remove that, until it feels OK. Then 2 weeks before the big day out I stuck it in the dirt. More repairs and recovering etc. So with 4 days to go (of which 2 will be spent driving to Adelaide and back) I head up to the flying field for a couple of laps and to get a time on tank duration etc.

I fuelled up, hooked up the stooge, started the engine and stopwatch, then launched. Bugger me, 3 laps into it some girls on horses came past and the bloody things went nuts tossing one rider off and bolting into the fenced car park. By now the riders have all dismounted and are requesting (none too politely) that I stop the engine. "Stunt models don't come with shutoffs, don't you women know anything." Anyway I came down to make a subzero landing and

checked the damage, then went over to see if the riders were OK, one had hurt her ankle. Not badly, but enough to require a leg up from yours truly. (No I didn't grab her bum, but my hand did slip a bit though.) So that was the extent of my practice. Also up until this point I had no idea as to the requirements of the novice pattern.

The big day was a bit of an anti climax really. Round one was a case of fuel up with enough for 3 1/2 minutes plenty of time for the few manoeuvres required. Despite plenty of encouragement from a fellow club member, I missed the reverse wingover. (Who cares, plenty more points to come), do this, do that, overhead 8s mmm! My favourite. It turns into a complete cock up then the engine quits out of fuel. Look at that, I'm coming 3rd, hang on a minute the bloody score board is in no particular order; I'm last. Round two was going to be a blinder, there was an extra 20cc of fuel in the tank, motors good, hey! I'm on a roll. Fire up, takeoff, more blah, blah, squares, it's inverted and not responding. From there on it's all a blur until it hit vertically and left a hole big enough to solve the Knox field drainage problem. The upside was it didn't run out of fuel. When the Oriental destroyed itself, Ken D bloody near ran over me getting to the wreckage with the camera. He's a terrific bloke with a similar attitude to the hobby as me, friends and fun. Even with a few dramas I had the best day, with a really great bunch of people catching up with friends, visitors/competitors from NSW and my home state (That is WA folks - CS). By the way, the Oriental wasn't damaged as bad as I first thought, I was able to salvage the bellcrank



*Jim Trevaskis
with the remains
of his Brodak
ARF "Oriental" -
OS 40*

Would I buy another Oriental? No ! but I have ordered a Cardinal Arc so I can make the changes before it's covered. Ya gotta love these prebuilts. Finally, after getting home and having Jill survey the wreckage, she volunteered this gem "Never mind luv at least it'll fit back in the box"

The Oriental was a bit of a lemon. I set it up as per the instructions, which without a lot of experience or help would be almost useless to a newcomer. The fact that the instruction book itself had pages out of sequence, plus backwards didn't make it easy. No big deal, but I expected better. The control throws were set up as per the instructions with the bellcrank to flap pushrod being pre-bent and non adjustable. The elevator pushrod has a Quik link on one end, this link is a Du-Bro with an Imperial pin (1/16") the horns are a Chinese item with a 2mm hole and required bushing. I would have thought that a design that has been around this long and one that was designed around a Fox would have been altered a little to allow for modern power plants and maybe reducing the need for lead in the tail. Luckily, an Ultra Hobbies forum contributor was

having much the same problems as far as flying went (at this stage with the controls as per the instructions it would not loop). Rich Peabody, (who, might I add, does not own one) offered some advice regarding swapping the pushrods over at the flap horn and moving the elev. pushrod up one hole on the horn as he said more flap than elevator gives the same symptoms as nose heaviness. Oh, one other minor point, there is no CG location on the instruction. To find it, you have to go to Brodak's site where at last count it had changed 3 times. Anyway, the transformation was dramatic I was able to remove 40gms of lead (it was up to 90) then the trimming started. Tip weight adjustments, tank height, line guides etc until finally it became quite evident that there was a large twist in the wing manifesting itself by flying outboard down in upright flight and the opposite when inverted which ultimately brought it undone. A few other correspondents have confirmed that the wings on other Orientals have been warped as well. Brodaks were told of the problems and guess what, I got a real original reply. "Your comments have been noted" The Top Flite 'FliteStreak' would eat the Oriental.

And while I am on the subject of service, I really can't say enough good things about Brian Gardner (Bri Stunt - CS). His service is first class. Whatever I have ordered from him including the two models above I have received within 2 weeks. Jim Trevaskis.

They say that the memory is the second thing to go. I can't remember the first!

Charlie Stone VH4706
Email cestone@bigpond.com

Hunter Valley Championships (HVC) 2005 Team Racing and Combined Speed Notes

Reported by Greg and Ray Fairall

Vintage 1/2 A.

First competition of the day saw five teams assembled and ready to race under clear skies.

Running two up heats these babies provide good close competition, without the high rotational speeds of their bigger brothers. Grant Potter and Brian Hoggan were the winning team with their amazing CS Olly Tiger Cub powered Pawprint. At least the outside of the engine looks like a CS Cub! The other two models in the final were also Pawprints.

Patterson/Brodie used another CS Cub, and Camps/Pilgrim a genuine Olly Cub.

Results

Potter/Hoggan	4.06.66	8.26.19	First
Patterson/Brodie	4.38.81	8.46.12	Second
Camps/Pilgrim	4.20.44	4.12.63	DQ Third
Littley/Nolan	5.13.45	4.54.00	
Knight/Harvey	4.55.63	6.34.60	

Vintage A (A)

The four teams that entered are arguably the cream of Australian Team Racing, in that they are consistently putting in new record times. The advent of the R250 has made good reliable engines available to all competitors, and the standard of racing continues to rise and the times

fall. Who will be first to crack 3.10?... and can a sub 3 minutes time be very far away? I for one can hardly wait for the Nationals. The Heats were brilliantly fast, close affairs. Congratulations to Grant Potter and Brian Hoggan for a new Aus (& world?) record heat time, to go with their recent record final time. Camps / Pilgrim team could only manage a 3.30 heat time and missed the final.

Final

The final was going according to the script showing Potter/Hoggan with a narrow lead until lap 167 when it all went pear shaped. The consistency of Knight/Harvey bringing them home first for a well earned win over Justic/Rothwell. Clearly the manufacturer of the brilliant R250 is not keeping any trick bits for himself.

Vintage A (A) results

Knight/Harvey	3.18.91	6.49.64	First
Justic/Rothwell	3.18.50	6.58.28	Second
Potter/Hoggan	3.11.81	167 laps	Third
Camps/Pilgrim	3.30.75		

Vintage A (B grade)

By the time these blokes faced the starter the weather was getting marginal. The wind was making life very interesting for all competitors and some extremely black clouds were threatening a downpour. Heat times have not been recorded, probably because you actually need the sun to be able to read a sundial.

Final

The final saw Patterson/Camp as the only team to make the distance in near gale force conditions. Junior Mat Littley gaining great credit for getting as far as he did before a forced retirement.

Vintage A (B) results

Patterson/Camp	First
Littley/Nolan	Second
Ardill/Fairall	Third
Hoggan/Brodie	Fourth

Many of the team racing competitors then retired to the salon bar of the Muswellbrook Hotel for a quiet afternoon of reliving past glories, which somehow seemed much more glorious as the afternoon progressed!

Classic B

Again four teams presented for the Sunday start (the weather now being sensational).

Knight/Harvey and Bell/Curry looked to have the other teams covered, with fast, well sorted models. Camps/Patterson were just off the pace and Ardill/Fairall in their usual (rear gunners) position.

Final

The final saw some exciting moments with Merv Bell practicing his break dancing during take off. Good flying all round saw both models continue. Racing proved to be fast and close, and only a slight pitstop error saw Knight/Harvey win over a very fast finishing Bell/Curry.

Classic B Results

Knight/Harvey	3.25.39	7.24.00	First
Bell/Curry	3.29.75	7.43.36	Second
Camps/Patterson	NR*	DNF	Third
Ardill/Fairall	DNF	6.28.06	Fourth

NR* = Not Recorded.

Combined Speed.

Results

John Walker	Sport Jet	91.2%	92.2%	96.6%	1st
Richard Justic	Class1	85.6%	88.1%		2nd
Merv Bell	Class IV	85.2%			3rd
David Curry	Class III	DNS			



Finalists in Combined Speed. Left to Right, Richard Justic, John Walker, and Merv Bell.

The sunday event was well supported with five entries, of these, three recorded times.

John Walker was first with three successful consecutive flights on his awesome pulse jet.

Each flight was an incremental improvement and the third was 96.6% of his own Australian record. John has the jet technique "down pat". At each attempt the jet started instantly, slid along the ground without a dolly, and was airborne within a quarter lap.

Richard Justic came in second with Robbie Hiern's old CS .11 powered Class 1 Arrow. Rick is also a very polished competitor, he just fueled the model and flew it to a best score of 88.1%.

Merv Bell filled third place, just behind Rick, with a score of 85.2% with his K&B .40 powered Class 4 model.

The other competitors were Greg Ardill, with a very nice Enya CX .11 powered Class 1 Arrow, which had tank problems, and Dave Curry. Dave's impressive OPS .60 powered monoline Class 3 model jumped the dolly on takeoff when it hit a depression in the ground. It must be about time for Dave's luck to change in this event. He has surpassed the Australian Class 3 record several times in practice.



Vintage 1/2A Winners. Left to Right: Stan Pilgrim, Peter Camps, Grant Potter, Brian Hoggan, Graham Patterson and Peter Brodie.



Rick and Merv start Dave Curry's OPS .60 powered model.

Pictures from The Victorian State Championships



Top 3 in FAI Combat



Rick carries John Walker's Pulse Jet model back to the pits.



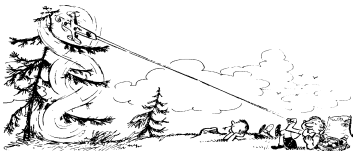
Dave Simons with his F2B stunter



Robin Hiern and Noel Wake with some of the Combined Speed models

Triathlon (Artil Trophy), to be held at Frankston on May 15th

The Triathlon is a contest in which a single model/ engine combination is flown in three separate tasks. The events are ;



Stunt - flown to Vintage Stunt pattern



Rat Race - Similar to 2.5cc Simple Rat Race



Combat - Similar to Simple Combat



Something is missing from this David Shackelford speed model?

2005 VMAA CONTROL LINE STATE CHAMPIONSHIP RESULTS.

FAI F2A SPEED	State	rd 1	rd 2	rd 3	km/h	
1. Ian Gapps	NSW	12.92	N/T	12.675	284.10	The NSW Speed men are keen to qualify for the next C/L World Championships so they made the trip to Victoria along with motor man Stan Pilgrim to gain some valuable points.
2. Robin Hiern	VIC	13.06	13.965	N/T	275.72	
3. Richard Justic	NSW	N/T	13.64	13.55	265.75	
4. Andrew Heath	NSW	N/T	N/T	N/T	0	

FAI F2B AEROBATICS	State	rd 1	rd 2	rd 3	best 2
1. P.J. Rowland	VIC	2057.5	1987.5	2149.5	4207.0
2. Adam Kobelt	VIC	2035.5	2041.0	2080.5	4121.5
3. Mark Ellins	VIC	2019.0	2064.0	2039.5	4103.5
4. David Simons	NSW	2020.0	1990.0	2074.0	4094.0
5. Frank Battam	NSW	1986.0	1983.0	2083.0	4069.0
6. Doug Grinham	VIC	1919.5	1992.5	1970.5	3963.0
7. Tony Bonello	NSW	1870.0	1911.0	2016.5	3927.5
8. John Goodge	VIC	1665.5	1753.5	1716.5	3470.0
9. Peter Rowland	VIC	1328.0	dnf	dnf	1328.0



P J Rowland

FAI F2C TEAMRACE	State	rd 1	rd 2	rd 3	final
1. R. Fitzgerald/M. Ellins	SA/V	3:20.69	3:17.25	DNS	DNF 80
2. G. Knight/R. Harvey	NSW	3:26.65	3:25.50	3:23.04	DNF 59
3. H. Simons/G. Potter	NSW	4:20.41	3:21.28	DNS	Disq 65
4. I. Thompson/H. Bertina	WA	3:32.66	DNF 58	3:27.46	
5. K. Hunting/S. Suter	VIC	3:44.84	3:48.58	3:28.58	
6. R. Justic/R. Owen	NSW	3:31.75	DNS	DNS	
7. C. Ray/M. Poschkens	V/SA	5:30.87	DNF 36	DNS	

A disappointing outcome to what was shaping up to be a great final. Whilst in the process of landing for their second pit stop the model of Simons/Potter caught the lines of the Knight/Harvey model that was on the ground. The outcome was a d.q. for Simons/Potter and a damaged model for Knight/Harvey. A re-fly was not possible so Fitzgerald/Ellins were declared the winners

FAI F2D COMBAT	State	1	2	3	4	5	6	pts
1. Murray Wilson (J)	VIC	W	W	W	W	L	W	4
2. Robert Owen	NSW	W	L	W	B	W	L	1
3. Peter Norrie	NSW	L	W	L		B	W	-1
4. Graeme Wilson	VIC	W	L	B	L	W	L	-1
5. Jonathan Norrie (J)	NSW	L	W	L		L		-1
6. Greg Pretty	SA	L	L					-2

Murray continues to build on his many successes in competitions to take out the Vic State F2D Combat title. Murray's junior status makes this great result even more commendable.

F2F TEAMRACE	State	rd 1	rd 2	final
1. M. Wilson/M. Poschkens	V/SA	4:23.47	4:25.28	9:05.47
2. P. Cameron/J. Ray	SA/V	4:54.6	DNF 27	DNF 185
3. H. Bailey/P. Roberts	VIC	4:54.18	5:50.75	DNF 100
4. A. Kobelt/R. Fitzgerald	V/SA	6:58.53	DNF	
5. M. Ellins/K. Hunting	VIC	7:20.97	DNF 43	

Mark Poschkens drove all the way from Wyhalla in South Australia to compete in this event and F2C team race. This win follows on the back of his recent success in the S.A. State Champs.

JUNIOR 2.5cc COMBAT	State	Rd1	Rd2	pts
1. Murray Wilson	VIC	W	W	2
2. Jonathan Norrie	NSW	L	L	-2

COMBINED SPEED	State	cl	rd 1	rd 2	rd 3	km/h	%
1. Robin Hiern	VIC	5	13.90	DNS	DNS	258.94	100.84
2. Noel Wake	VIC	1	15.15	16.00	N/T	237.58	96.61
3. Noel Wake	VIC	5	15.78	15.58	15.13	237.94	92.66
4. Noel Wake	VIC	2	11.24	N/T	DNS	257.72	88.97
5. Noel Wake	VIC	4	DNF	DNF	14.85	242.42	87.41
6. David Shackelford	VIC	P	31.81	35.74	DNF	182.16	75.85
7. Noel Wake	VIC	P	47.91	51.45	DNF	120.93	50.35
8. Vern Marquet	VIC	P	50.54	51.69	58.30	114.59	47.74
Also flew but results not counted.							
Robin Hiern	VIC	1	15.18	14.99	14.74	244.18	99.30
Robin Hiern	VIC	4	13.10	13.07	DNS	275.44	99.31
Robin Hiern	VIC	P	25.78	25.22	DNS	226.14	94.16



Robin Hiern (right) and Noel Wake (left) with their top two models

MINI GOODYEAR	State	rd 1	rd 2	final
1. J. Hallowell/K. Baddock	VIC	4:02.53	DNS	8:15.72
2. G. Wilson/M. Ellins	VIC	3:34.53	DNS	8:27.00
3. H. Bailey/P. Roberts	VIC	4:38.35	4:07.03	DNF 189
4. M. Wilson/P. Stein	VIC	4:21.13	4:12.97	
5. C. Ray/J. Ray	VIC	5:38.22	4:17.72	

VINTAGE STUNT	State	static	rd 1	rd 2	rd 3	static+best 2
1.Doug Grinham	VIC	123	364	347	353	840
2.Frank Battam	NSW	115	335	352	360	827
3.David Nobes	VIC	101	353	340	327	794
4.David Lacy	VIC	107	303	303	304	714
5.John Goodge	VIC	111	264	302	287	700
6.Ken Taylor	VIC	107	243	267	279	653
7.Ken Maier	VIC	103	274	239	238	616
8.Mark Usher	VIC	79	74	269	265	613

Model	Engine
Jamison	Atwood Triumph
Hot Rock	Fox 35
Nobler	Fox 35
Flap Jack	Frog 500
Dragon	Fox 35
Go-Devil	Fox 59
Lil Ambassador	Oliver Tiger 2.5
Monitor Senior	Veco 45

NOVICE STUNT	State	rd 1	rd 2	rd 3	best 2
1.Damien Sammut	VIC	552	540.5	544	1096
2.Greg Barclay	VIC	546	530	548	1094
3.David Lacy	VIC	516	358	DNF	874
4.Jim Trevaskis	VIC	337	198	DNF	535
Frank Neeson	VIC	DNF	DNF	DNF	0
Peter O'Keeffe	VIC	DNF	DNF	DNF	0

This year was the first time for many years that sufficient entries were received to run Novice Stunt at the State Champs. Only two points separated first and second place.

1/2A COMBAT	State	1	2	3	4	5	6
1.Harry Bailey	VIC	B	W	L	W	W	W
2.Tony Caselli	VIC	W	L	W	W	W	L
3.Adam Kobelt	VIC	W	B	W	L	L	W
4.Ken Maier	VIC	W	W	B	L	L	L
5.Keith Baddock	VIC	W	W	L	w/d		
6.Graeme Wilson	VIC	L	W	w/d			
9=.Murray Wilson	VIC	L	L				
9=.Greg Pretty	SA	L	L				
9=.Robert Owen	NSW	L	L				

A field of ten entries for Half A Combat was reduced to nine when Shaun Power withdrew. Many different engines were used. Rounds progressed smoothly and all competitors were prepared to assist each other to keep things moving along. Tony Caselli has returned to competition after a period out of the scene and had to fly off for the top two placings with Harry Bailey. A mid air collision during the bout put paid to Tony's chances and Harry flew on to gain his first ever Vic State's Title.

CLASSIC B TEAMRACE	State	rd 1	rd 2	final
1.C.Ray/J.Ray	VIC	3:20.81	3:16.41	6:45.41
2.H.Bailey/P.Roberts	VIC	4:02.91	3:26.31	7:36.04
3.J.Hallowell/K.Baddock	VIC	3:12.41	4:30.50	DNF 0
4.I.Thompson/H.Bertina	WA	4:26.40	3:28.50	
5.G.Knight/R.Harvey	NSW	4:14.32	3:29.25	
6.G.Wilson/M.Ellins	VIC	3:45.03	4:05.82	
7.K.Hunting/N.Baker	VIC	5:37.19	3:52.94	



Jim Ray, Glenis Ray "Battery girl" and son Colin with the winning Classic B "Crescendo" model

VINTAGE A TEAMRACE	State	rd 1	rd 2	final
1.G.Potter/B.Hoggan	NSW	3:28.25	3:39.40	6:56.35
2.C.Ray/J.Ray	VIC	3:31.10	DNS	7:32.59
3.G.Knight/R.Harvey	NSW	Disq	3:28.03	7:44.97
4.J.Hallowell/K.Baddock	VIC	DNF 13	3:34.00	
5.G.Wilson/M.Ellins	VIC	3:41.55	3:41.16	
6.H.Bailey/P.Roberts	VIC	3:55.84	3:53.29	
7.K.Hunting/N.Baker	VIC	3:57.47	3:57.19	
8.H.Simons/D.Simons	NSW	5:28.69	DNF 0	



The Goodyear winning team (from L to R) Paul Stein "Battery Boy" Gregg Pretty and Robert Fitzgerald

MIDGE SPEED	State	rd 1	rd 2	rd 3
1.Ken Hunting	VIC	9.90	9.99	DNS
2.Colin Ray	VIC	10.07	10.42	N/T
3.Keith Baddock	VIC	10.63	N/T	10.36
4.Noel Wake	VIC	N/T	12.00	11.36

GOODYEAR	State	rd 1	rd 2	final
1.R.Fitzgerald/G.Pretty	SA	3:23.25	DNS	7:22.43
2.G.Wilson/M.Ellins	VIC	3:53.35	DNS	8:38.88
3.R.Justic/R.Owen	NSW	3:58.97	DNS	DNF 147
4.C.Ray/J.Ray	VIC	DNF 36	4:09.78	
5.M.Wilson/A.Lumsden	VIC	4:29.50	DNF 43	
6.H.Bailey/K.Hunting	VIC	4:48.50	5:40.03	
7.A.Kobelt/N.Baker	VIC	DNF 37	DNS	

1/2A TEAMRACE	State	rd 1	rd 2	final
1.C.Ray/N.Baker	VIC	3:50.79	DNS	8:03.90
2.H.Bailey/K.Hunting	VIC	4:32.35	DNS	8:58.25
3.G.Wilson/M.Ellins	VIC	4:38.25	4:36.06	9:43.25
4.M.Wilson/A.Lumsden	VIC	5:34.40	4:45.16	
5.R.Justic/S.Suter	NSW/V	3:33.35	W/D	

A & B Team Race at the '05 Vic. State Champs.

Super Sunday. The day of days in Victoria for all control line aeromodelers keen on old style team racing. Fine and sunny for the most part, a big crowd was at the Knox field to take part in aerobatics, speed, combat and team race. Lucky the event was not a week later. Un-seasonal gale force winds the following Sunday would certainly have meant cancellation of some if not all events.

For those that haven't been to the large and well grassed flying centre at Knox, there is room for 5 circles, three of which have concrete centres.

Classic B was first away as interstate visitors Hans Bertina and Ian Thompson had a plane to catch back to Western Australia,. As an overview, every team recorded a time in the 3 minute bracket. That's a sure sign competitors are right on top of the systems required for this exciting class of team race. The racing was extremely close with only 3 seconds separating 3 teams for number 3 spot in the final.

There were 8 teams entered, but Lance Smith and Murray Wilson didn't make it to the start line as Lance was laid low with a virus. A pity, as Lance's practice form with the Antares had been really good. And with Murray's confidence sky high after a sensational win in F2D, they were set to make an impact.

Jim and Colin Ray were showing the usual good speed in practice with the Crescendo and LA 25 combination. However, as usual, a few things went wrong, including a wheel falling off and the tank coming loose. Never say die. It was nothing that couldn't be fixed. So they raced through the heats in the good times of 3.20 and 3.16 to qualify second for the final.

Winners last year, Graeme Wilson and Mark Ellins were simply off the pace and their best of 3.45 was never going to cut the mustard in this group. Fast landings and one flick starts were never going to be enough. New model or new motor...something needs to change to enable this super team to strut its stuff again.

Harry Bailey and Peter Roberts had the metallic finished V tailed Backtrack in good form. With the FP on song, these guys posted a best time of 3.26 to sneak into the final ahead of some very well credentialed teams.

Speaking of credentials, the Nobster has it all... And big Neil Baker was taking out the frustrations of following the Tigers last year on the propeller of Ken Hunting's Enya 29. His strong arm was giving the prop a fearsome whack! They didn't make the final 3 with Ken's own design, but certainly kept the others honest.

The Thunder Tiger hauled elliptical wing design of Gavin Knight and Ray Harvey is loaded with potential. As shown at the last NSW State Champs, it's as fast as the FPPE in the air. Seems only to need a reduction in ground time to be truly competitive. On Super Sunday, they missed the final by only 3 seconds.

All the way from WA, Hans Bertina and Ian Thompson had

the airspeed to take home the trophy. The 'Thornley Thunderbolt' is a superb racer, beautifully built and incredibly light. F2C pilot 'Thommo' flies it real well...but the lack of instant starting has left Hans slightly perplexed. Nothing his vast experience in racing won't solve when he puts his mind to it. Their best time of 3.28 was less than 3 seconds away from being allocated a segment in the final. That's just a couple of flicks. I'll bet they'll make amends at the Richmond Nats in a few months time.

John Hallowell and Keith Baddock had a plan. What was that about the best laid plans of mice and men...? Yes. They sometimes go astray. After a promising start with the Rocket and a FTD of 3.12, things began to go downhill. Fast! We used the FPPE in the second heat and after a quick start and a good first tank, the LA refused to start at the pitstop. It eventually fired up after almost a minute and a half. Keith wearing out his arm, flicking away like that is something I have never seen before in all our races. Most likely a simple blockage at the wrong time.

The final was an all Victorian affair and turned out to be a two up race. At the starters gun, it was disaster for Hallowell/Baddock. A cross wind gusted on takeoff, a wheel fell in a hole, the lines caught on grass...or all of the above. Still don't know exactly what happened, but I do know that immediately after the moment of release, the Rocket was heading for the centre circle! No kidding... I was standing there with wide eyes and open mouth wondering which way to jump! Fortunately, the wing clipped the concrete, causing the prop to break, stopping the motor. Damage to the model was mainly a few scuff marks. Lucky, on more counts than one.

Bottom line is that we had first choice and didn't pick the best segment, despite Keith checking and Paul Stein highlighting the potential danger. My mistake. I really believed we could cope, as we used the same segment with no problems just minutes before in the last heat. But the wind changed quickly in both direction and intensity and I was caught out.

The mishap left the way open for some easy 2 up flying for Harry and Colin. The Cosmics had the edge in airspeed with the LA. However, they were down on range as they had to make a third pitstop just 5 laps from the finish. The stop was a breeze and they claimed an easy win by almost 50 seconds from Harry and Peter. It was Colin and Jim's second State Championship victory, following up their thrilling 2001 effort with the Firebrand when they crossed the line 3/10ths of a second in front of John and Keith.

Results of Classic B at the 2005 State Champs.

	Rd 1	Rd 2	Final
1.Ray/Ray	3.20.81	3.16.41	6.45.41
2.Bailey/Roberts	4.02.91	3.26.31	7.36.04
3.Hallowell/Baddock	3.12.41	4.30.50	DNF
4.Thompson/Bertina	4.26.40	3.28.50	
5.Knight/Harvey	4.14.32	3.29.25	
6.Wilson/Ellins	3.45.03	4.05.82	
7.Hunting/Baker	5.37.19	3.52.94	
8.Wilson/Smith	DNS	DNS	

Time for Vintage A. Nine teams lined up to do battle. No doubt that Jim and Colin Ray were the surprise packet.

At this competition, the Cosmics proved without doubt they are the real deal. They were on a roll. With a CS tuned by Robin Heirn, they started out by posting their fastest ever heat time of 3.31. It was only seconds behind the Rothwells and was good enough to take them into the final.

Of the three NSW teams at the field, it was Hugh and Dave Simons who had the worst luck. A troubled first heat had them behind the eight ball and a mishap on takeoff at the start of the second heat ended their chance of a competitive time. The other two NSW teams, almost as expected, qualified first and second for the 180 lap dash to the line for the coveted Victorian trophy.

Gavin Knight and Ray Harvey made FTD with 3.28.03, but only by .22 of a second from Grant Potter and Brian Hoggan, who now have a reputation to protect. They showed head turning airspeed with the Rothwell 250. These super close times clearly show how important it is for Vintage A timekeepers to be absolutely accurate with their stopwatches.

Mark Ellins and Graeme Wilson just ran out of time trying to prepare the new R250 and matching racer. Two heat times of 3.41 did no justice to the new setup. Bet your house there will be big improvements in the not too distant future.

Keith Baddock and John Hallowell did the homework and practice for this event. Sub 20/10 times and 50 laps meant they were in with a chance. However, there are some things you can't control. Like the R250 and red Voodoo 5 just stopping dead in the first heat with a fuel blockage on unlucky lap 13. Something that's never happened to John before in over 15 years and many hundreds of flights holding a Vintage A handle. A 3.34 second round with the reserve model was never going to be fast enough.

Ken Hunting and Neil Baker recorded two almost identical heat times of 3.57. In the early 90's, they would have made the final, no risk. Unfortunately for Neil, someone tapped him on the shoulder and reminded him they were now in the 21st Century...

Harry Bailey and Peter Roberts were flying the new Olympian. This racer has all the hallmarks of being a very popular racer. They tried hard on the day, but the opposition was just too hot. Like the aforementioned team, if they had have been in a time warp, the two sub-four minute heats would have made them candidates for the 180 lapper.

So the top combination of Grant Potter, Brian Hoggan and the R250 continued along their merry way with yet another fine win. They showed why they have been so successful in many events in recent times. Jim and Colin pushed them all the way to post their best ever final time of 7.32.39. The Cosmics had enough airspeed to keep the others honest and 47 laps per tank for good measure. Gavin and Ray came in third in 7.44.97, a time they both know can be bettered by well over a minute when things fall into place.

Who can knock Grant & Brian from their comfortable perch when the Nats come around? Andy & Richard? Stan & Peter? Gavin & Ray? Or can Mark McDermott do the trick....? Mark was practicing at 18 dead for 10 a few weeks ago with his Timmy Tiger. And getting 49 laps as well. His reserve model was doing 18.6/10, also with the

necessary laps. The raw speed is definitely there to mount a serious challenge to this NSW juggernaut.

The other possibility is that one or more of the 3 Victorian teams now with R250 power can get up and boogy when it really counts. The Vics may then be in with a chance... particularly if Paul Stein throws his hat into the ring.

Results of Vintage A T/R at the '05 Victorian State Championships.

1.Potter/Hoggan	3.28.25	3.39.40	6.56.35
2.Ray/Ray	3.31.10	DNS	7.32.59
3.Knight/Harvey	DQ	3.28.03	7.44.97
4.Hallowell/Baddock	DNF 13	3.34.00	
5.Wilson/Ellins	3.41.55	3.41.16	
6.Bailey/Roberts	3.55.84	3.53.29	
7.Hunting/Baker	3.57.47	3.57.19	
8.Simons/Simons	5.28.69	DNF 1/4	

Report by John Hallowell.



Brian Hoggan & Grant Potter were the winners in Vint A T/R. The racing for the day finished as the the light of day faded.



The 'Thornley Thunderbolt' is a superb Classic B racer, beautifully built and incredibly light. F2C pilot 'Thommo' flies it real well...but the lack of instant starting has left Hans slightly perplexed.

Picture gallery from the Victorian State Championships



Frank Battam's F2B Gee Bee



Adam Kobelt with some of the aerobatic models at Knox



Some breakages are inevitable in combat but these three Half A finalist's had fun making them.



Grinning winners Colin Ray and Neil Baker after their Half A T/R success



Murray Wilson gets some lessons on model preparation from pit man Alan Lumsden



Robert Owen pits in the Goodyear final



Flying in the Goodyear final

G Wilson

R Fitzgerald

R Justic



Heads down for Half A Combat preparation



F2B in the pits.



Mini Goodyear finalist. Hallowell Baddock obtained a Mini G/Y win trophy for the first time.



Frank McPherson and Ken Dowell did not compete but did some valuable work collating the Stunt scores.

State Champs Summary.

A weekend blessed with fine weather provided some excellent competition in a action packed four days. Our appreciation goes to those interstate visitors that travelled the distance to participate. We hope you enjoyed yourselves and we are looking at your constructive comments to see if we can make these Championships even better.

Thanks also to all who offered their assistance in catering, field preparation, judging and timekeeping etc.

Hope to see you again next year.



Palmer/ Aldrich Classic Stunt Competition.

Sunday, 5th June 2005

Kuring-Gai Model Flying Club Inc.

Flyers and their families are warmly welcomed to KMFC.

We look forward to seeing you once again, on this special occasion.

LUNCH WILL BE SERVED.

In memory of the late Bob Palmer Circa 1917-2005

The late George Aldrich wrote in 2000 -

"The photo is of my Teacher, and his Student! Few men have demanded my affection, and respect, as your guest this year, one Robert L. "Smoothie" Palmer!

I know all of you will enjoy his modesty, and graciousness, and of course his great knowledge, of this "thing" we do.

To all my friends, and the many who I met, when "Down Under", I wish you clear skies, and no thermals through the middle of your pattern....." Jan 2000.



This event was introduced to acknowledge the outstanding achievements of two of the greatest icons of the sport of aeromodelling, Bob "Smoothie" Palmer and George Aldrich. Both these gentlemen had visited Australia over the past years. Bob came to Australia as the guest of KMFC in 2000, and many folk came from all parts of the country to meet with this great gentleman. It was a truly magical day, and one which fliers who attended will never forget. Bob flew Dennis Percival's Thunderbird on our field, to the surprise and delight of onlookers, using a special handle made by Dennis. Bob was most gracious, and spoke to everyone. We are sincerely grateful to Ian Smith for setting the wheels in motion for Bob's visit.

A wonderful album of photos was put together by Kim Phillips, and is in the Clubhouse for viewing. Bob's memory will live on at Kuring-Gai and our annual Palmer / Aldrich Day will have special significance this year.

St. Ives Showground, Mona Vale Road, St. Ives. NSW

Phone/Fax: 9456 1546 E-mail: joanmc@ozemail.com.au

WANTED

Plan of the Sterling Ringmaster S2 version. I would like to borrow the plan to copy or pay for a copy to be made plus post-which ever is easier but it must be **asap** as my work room becomes a nursery soon (sigh!).
Phone Mat Shears in Melbourne on (03)9376 0087 or (0400) 147189 daytime.

TOURNAMENT

"WINGS OF PORTUGAL" ÉVORA 2005

I'm pleased to inform that on the 9, 10 and 11 of September will take place the international tournament "Wings of Portugal" Évora 2005 in C/L and R/C.

The site is the local aerodrome of Évora a wonderful roman town, 70 miles east of Lisbon.

We have a lot of classes in C/L, Vintage Speed and Team Racing, Goodyear, F2C National, Fox and Quickie Rat, Clown Racing, Old Time Stunt, F2B etc.

In R/C we fly Old Time Powered and F3J National.

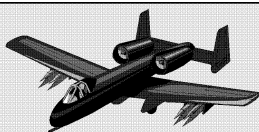
As usual I offer to all foreign participants, accomodation in a bed and breakfast basis, a banquet and a bus from the airport to the site.

You are very welcomed to enjoy our hospitality, lots of sun, good food and fun.

Julio Isidro jjproducoes@mail.telepac.pt

President of SAM Portugal 74

CONTEST RESULTS



Held at Frankston 17.04.2005

Pos	Name	Class	Engine	Flight 1
1	R Hiern	Class 1	Nova rossi 12	14.39
2	N Wake	Class 5	Novarossi 21	15.14
3	N Wake	Class 1	OS CZ11 PS	N.E.L
4	R Hiern	Vint/FAI	Super Tigre G20/1518.43	
5	V Marquet	Vin Proto	Enya 30ss	49.71
6	N Wake	Proto	Cippolla 20	NEL
	R Hiern	Classic FAI	Rossi 15 Fl.	16.90

Goodyear T/R

- G.Wilson/M.Ellins 3:44.5 MR. D./ Rossi MkIII
- H.Bailey/R.Virgo 8:07.57 Miss San Bernadino/ Cox Conquest

For Sale

Thunderbird Mk1 classic stunter with radial cowl and Merco 40. Built by Peter White. Immaculate. Has hung on my office wall for 2 years but I have to change offices so this beauty has to go. \$250.
Derek Pickard (03) 98891149

Stunt engines.

Glo Chief 29 good condition & of the same era a Super Tiger 8cc (near new condition) Offers invited !
Telephone Frank (03)5668 1904

Oliver Tiger Cub Schnuerle 1.5D 1/2A Team Race Motor
Brand new, Oliver Tiger Cub Schnuerle 1.5D.
Un-run outside of factory and never mounted.
Bought from John Oliver, September 1983, delivered April 1984, Number 485
Complete with box, decal, price list and original instructions.

All in immaculate condition, due to condition it would suit collector.

Please note this classic motor is advertised else where.

£500.00

K & B 6,5 cc Racing Glow, Formula 40 Motor
Brand new; un-run outside of factory, and never mounted
K & B 6.6cc

CL, high performance RI RE ABC Racing motor. Serial number 2789,

complete with mini pipe, pressure nipple, box and original instructions, all in immaculate condition. £150.00

Please contact me for images etc

Will consider trade and cash for right items. - F2C, Vintage A and B TR orientated .. especially Oliver A Class or Enya B Class models, building time is a commodity that I do not have!!

Duncan Bainbridge [duncan.bainbridge@easynet.co.uk]

31 Glyn Road
London
E5 0JB
UK

Flight 2	Flight 3	Fastest	Km/h	%
14.32	dns	14.32	251.40	102.23%
15.31	14.61	14.61	246.41	95.96%
15.52	15.52		231.96	94.33%
DNS	DNS	18.43	195.33	88.01%
46.24	46.61	46.24	125.29	77.85%
NEL	44.76	44.76	129.44	53.90%
DNS	DNS	16.90	213.02	

Newsletter Editor

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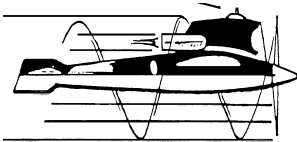
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