

THE VOICE OF CONTROL LINE
AEROMODELLERS FROM
AROUND AUSTRALIA

Number 98



Produced by the Victorian Control Line Advisory Committee

April 2006
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**Copy Deadline for next issue is:
Wednesday 19th April 2006
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:- hbailey@optusnet.com.au



COMING EVENTS



COMING EVENTS



VICTORIAN CONTROL LINE CONTEST CALENDAR

DATE	EVENT	CLUB
2006		
APR 2	Simple Combat.	SMAC
APR 2	C.L.A.G. Country Flying Day	Knox
APR 9	FAI & Combined Speed, Goodyear, 2.5cc Rat race.	CLAMF
APR 14-17	VMAA Control Line State Championships CLAMF, KMAC, CLAMF Events & Calender to be advised.	
APR 19-25	59 th Nationals South Australia. Murray Bridge, Strathalbyn & Monarto	
MAY 7	Vintage "A" Team race, Aust "A" Team race.	SMAC
MAY 7	C.L.A.G. Country Flying Day	Moe
MAY 21	FAI & Combined Speed, Triathlon (Artil Trophy).	CLAMF
MAY 28	Simple Rat race, Class 2 Team race, Classic "B" Team race.	KMAC
JUN 4	C.L.A.G. Country Flying Day & Balloon Burst, Limbo.	SMAC
JUN 18	FAI Team race, Goodyear T/R 1/2 A Combat, FAI & Modified Combat.	CLAMF
JUN 25	Combined Speed, Vintage "A" Team race.	KMAC
JUL 2	Simple Rat race (Whipping permitted).	SMAC
JUL 9	FAI & Combined Speed, Jnr 2.5cc Combat, Mini Goodyear, Jnr 2.5cc Rat race.	CLAMF
JUL 23	Class 2 Team race, Classic "B" Team race.	KMAC
JUL 30	FAI Aerobatics (Yeoman Trophy),	
AUG 6	Vintage Combat.	SMAC
AUG 13	FAI Team race, Goodyear T/R 1/2 A Combat.	CLAMF
AUG 27	Vintage "A" Team race, Combined Speed.	KMAC
SEP 3	Classic Stunt, Vintage Stunt, Aust "A" Team race, Simple Combat. Classic "B" Team race,	MOE
SEP 17	FAI & Combined Speed, 2.5cc Rat race, 1/2A Team race.	CLAMF
SEPT 21	FAI (Stuntmasters),	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 events at KMAC except Aerobatic events to be run by CLAMF, DAC & SMAC members

The third Sunday of each month is the regular "**Brimbank Club Day**"

C.L.A.S. (NEW SOUTH WALES) CONTEST CALENDAR 2006

DATE	CLUB	EVENT
Sun 2 Apr	KMFC	1.6cc Combat and Slow Combat
14-17 Apr	VMAA.	(Venues to be advised)
	VMAA.	VICTORIAN C/L STATE CHAMPIONSHIP
18-25 Apr	MASA	(Monarto / Murray Bridge SA)
	MAAA.	59 th NATIONAL CHAMPIONSHIPS
Sat 22 Apr	KMFC	CLUB STUNT (Novice)
20-21 May	MDMAS.	(Mitchell Hill Fields Muswellbrook) VETERANS' GATHERING
Sun 28 May	SSME	F2B Aerobatics
Sun 4 Jun	KMFC	Palmer / Aldrich Classic Stunt and CLUB STUNT (Novice)
10-12 Jun	CLAS.	(Venue to be advised)
	CLAS.	NSW C/L STATE CHAMPIONSHIPS
Sun 25 Jun	KMFC	GALA COMBAT DAY
Sun 9 Jul	KMFC	AGM, 2.5 Stunt, Club Racing and Slow Combat
Sat 22 Jul	REMAC	Classic and Vintage Stunt.
Sun 6 Aug	KMFC	F2B Aerobatics
Sat 12 Aug	KMFC	CLUB STUNT (Novice)
Sun 27 Aug	SSME	Slow Combat (Bonus points for WW2 Style model).
Sun 10 Sep	KMFC	Classic Stunt, Vintage Stunt, Club Racing, Slow Combat, SWAP MEET
Sat 23 Sep	KMFC	CLUB STUNT (Novice)
Sun 24 Sep	SSME	F2B Aerobatics
Sun 15 Oct	KMFC	Gordon Burford Day, Club Racing
Sun 29 Oct	SSME	Phantom, Vintage A, Bendix T/R, Vintage 1/2A
Sat 4 Nov	KMFC	CLUB STUNT (Novice)
Sun 5 Nov	SAT(Kelso Park)	F2B Aerobatics
Sun 12 Nov	KMFC	Vintage T/R, 1/2 A, A and B.
Sun 19 Nov	NACA (Gateshead H.S.)	Classic Stunt & Cardinal Stunt.(I.Smith Ph:024975 2292)
Sun 26 Nov	KMFC	1.6 and Slow Combat, Club Racing
Sun 3 Dec	Doonside (Kelso Park)	F2B Aerobatics
Sun 10 Dec	KMFC	Christmas Party and Fun Fly
27-28 Jan.2007	CLAS.	(Details to be advised)
	CLAS.	CITY OF SYDNEY CHAMPIONSHIPS

DOONSIDE - (Doonside Model Flying Club) - Kelso Park North, Panania.

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

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

REMAC - (Ryde Epping Model Aero Club) - Peter Board HS, Wicks Rd, North Ryde.

- SAT- (Sydney Aeromodelling Team) - Kelso Park North, Henry Lawson Dr. Panania.
 SSME - (Sydney Society of Model Engineers) - Model Park, Luddenham Rd, Luddenham.
 WMFC - (Werrington Model Flying Club) - Entrance to flying site @cnr. Landers & Walker Sts, Werrington.
 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.

CLASII CALENDAR 2005/2006

Flying has continued on Saturdays at the Leichhardt Park flying site (UBD Map 232 R1)

John D. Taylor,

Secretary/Treasurer CLASII (Ipswich, Queensland)

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Any comments, queries or complaints with respect to any article in this publication should be addressed to the author of the article.

The Editor and Committee of Clubs accept no responsibility or liability for any loss or damage incurred or suffered by anyone as a result of this publication or in reliance upon or as a result of acting upon anything contained in this publication.

British Team Racing

Adrian Moore's new Nelson diesel powered British Goodyear.

The following is Adrian's description of the model.

Mike Argander special built similar to plan but with inserted carbon spar in wing and fuselage. Model is named 'Miss Tango 11'

Engine Nelson Front Induction, Side Exhaust (only good for Brit Goodyear if the rules change, though could be run in Open Goodyear)

Cutoff - one of Stuart Robinson's standard range.

30cc Tank - my own - built from glass fibre board.

Bellcrank - my own from steel with buttons to allow removable lines

Line guide - fishing rod eye!

Cut off wire through tiny copper tube under tank to keep cut off clear of bellcrank.

Colour BS592 International Orange over glass finish.

Canopy and fin 0.5mm GF board (cheese cutter stuff!)

Weight 550 gms all up.

Wheel plug in detachable - home grown version which is the one I bend up for folks!

Prop in photo is Graupner 7x6 standard (too heavy) but I have on order the black plastic Graupner Speed Prop 7x7 and 7x6. The F2CN boys find this a really good prop and better than the APC equivalent.

Finally Miss Tango II is number 26. Why? Because my racing number 134549 adds up to 26!! Cunning, eh?



Adrian Moore's new Nelson
diesel powered British
Goodyear.
Glass fibre board tank is
reported to be very reliable.



Below is a picture of Adrian
Moore's new Rocket, called Miss
Tango III. specially built for Barton
B with the mandatory Irvine .25

Just for the record, here's a pic of
John Hallowell's B.B. Irvine .25.
Features trimmed exhaust and shaft
extension by Stuart Robinson.

(Information and pictures submitted by John
Hallowell)

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CLAG Country Meeting held at Moe on Sunday February 5th.



This month, I'm letting the photos and their captions do most of the talking. But, there has to be some notes of explanation

Craig Hemsworth's new F2B ship is "based" - some might say rather loosely! - on Anatoly Kolesnikov's (Russia, when it meant all those Iron Curtain countries) 1986 World Championship "KA 10" - hence the model's name "KA 10 ish". Fitted with a Stalker 51 and standard rear-exhaust muffler, it has noticeably wider tail span, noticeably longer tail moment, and different top fuselage - all with Craig's usual build standard, meaning near perfection. No-one can say how it performs compared to the original, but it sure flies nice! Craig says he is still coming to terms with its different flight characteristics, but as he's been flying mostly his Da Ducks Guts lately, this author can assure him it's not the KA10ish that's "different"!!

Most CLAG days have a "highlight" - a particular model, or strange event, or whatever. This day, we were blessed with another creation from the fertile imagination of Frank McPherson.

Followers may remember his bi-plane constructed from VB cartons and cans (Victoria Bitter, which needless-to-say, he must drink much of) then his use of a radio security controller for motor speed on his Currie Wot bi-plane. Seems he has a thing for bi-planes, as his latest(?) creation is another biplane. (Pictured Right). Built around 2000 for flying in a cow paddock, the bogey undercarriage was deemed necessary, as single wheels would have bogged in the cowpats. The origin of Frank's name for this beast - "Heavy Flatulence" - is, well "Heavy" means "It weighs a ton!" "Flat*****" means it has flat 3-ply wings "****ulence" means it exhausts out the back! That's a thinking man's name for a model.



"Heavy Flatulence" - A real heavy-duty undercarriage!

After the first couple of flights of the "Sea Vixen" last month at Traralgon, John Goodge wasn't all that satisfied with its performance due to excessive nose-heaviness. He arrived with a tongue muffler instead of the lead-like OS original, and progressively added huge chunks of lead to the tail until it actually began to respond. A modification to the control system to permit more elevator movement is under way, but at least it no longer goes searching for the ground of its own accord. He also brought forth again his "Experiment 500" fun flyer/combat machine with an HP 40 running on a bladder tank - actually a dummy, as in a baby's pseudo thumb.



Ken Donnelly (left picture) arrived with his ARF Nobler, and was told that no mention would be made of his usual Skyray! (I lied!) A few days earlier, Ken invented a totally new process - How to turn a flying model into a Mini-Kit, meaning Mini-bits!, and many of them! He also had a combat-style flying wing, a "Mongrel", designed/kitted by Brian Burke in Queensland, and fitted with a OS 25LA, but after many flights of the Nobler, Ken had done enough, so he and wife Coral headed for home in Melbourne a little earlier than usual.

Alan Frost has acquired a new model to supplement his Stick Trainer - a foam-winged profile Mustang with OS 46LA, and he had a lot of air time with it while discovering that little trainers aren't really good flying models.

Once again, Chef Extraordinaire Keene excelled on the barbeque, teasing our taste buds with English Beef with Herbs, and topped with Sweet Chilli Sauce. Superb! Graham provides something more than "just a barby!"

Next CLAG Day is at Knox on 2nd April. Come along and join the gang in the best Flying Days on the calendar.

Ken Dowell - CLAG Inc.

TARMAC Notes for February and March

Flying field issues have featured largely in my thoughts of late as the impending loss of BASI field was hanging over us like a sword of Damocles. While some of the TARMAC members moved to Whiteman park, others were just drifting away. The negotiations with the Gosnells council dragged on for months and showed every sign of becoming firstly very expensive for the club and then falling through. Dealing with the council is like wading through a quagmire of unnecessary regulations and discussions with people who neither understand, nor really care much about what we need.

Norm Kirton, Fred Adler and myself have been back at the otherwise unused BASI field several times (even the last day of 2005). It is steadily taking on a more derelict appearance as huge drifts of leaves continue to build up on the driveway and the buildings deteriorate with the assistance of the local vandals. The field itself is still quite usable. Amazing really considering that it is not being watered or mown at present. And it is a lot quieter without the noisy golfers and their pulse jet powered buggies. One of the biggest losses from these changes has been the weekend socialising and the fact that intermittent visitors and returning modelers have always known where to just drop in and visit.



This is a very rare Edmunds .40 Pylon racing engine. One of only a hundred that were built. They are very potent motors that can give a Nelson a real run for its money. This one was bought on Ebay by Norm Kirton and now lives in WA. Watch for it at a pylon race near you.

Meanwhile, TARMAC president Fred Tower has successfully negotiated another flying location for us at Lumen Christie College in Gosnells. Fred found the management of the College and gave them the benefit of his silver tongued oratory, which has resulted in us getting permission to use that site on Saturday afternoons. It must have been a pleasure to be dealing with someone prepared to make a decision. I visited the venue with Fred and was pleased to find that it is a beauty and perfectly suited to our purposes. There is plenty of space and good facilities. We have already had our first days flying at the site, and thanks to Norm Kirton and his 'Combat Capers', I was presented with the very first flight there. Although the breeze was fairly strong, due to the more open ground there is none of the awful turbulence that is to be found at BASI field whenever the wind blows. It reminded me a bit of the old days flying at the Causeway in the sea breeze that came across the river. There was wind, but it was no problem.

The new flying field at Lumen Christie College. There is a cost associated with getting permission to fly here that will mean a bit of an increase in club fees for TARMAC members and associates. There is plenty of space for us all with 3 ovals available and the flying will be on Saturday afternoons only.



Fred Adler, as he recovers from his foot surgery is hobbling back into control line flying practice, but it has not been without its moments of irritation. Like during his recent restoration of an old .15 sized model that needed the undercart fixed. All that was wanted was an 1/8th inch hole drilled into the profile fuselage to attach the wheel assembly. It took just a few seconds for the drill to whiz through the fuselage and 'Erk, maybe I should have taken the tank off first'. With the tank repaired, Fred has found that his newly repaired foot prefers that he fly inverted, so he is wondering now if a change to clockwise flight might be worth consideration.

Here are some clamps that are small, light and can be handy for use in your project building. They weigh less than 2 ounces each, are fitted with soft clamping pads that can be arranged to either push bits together or hold them apart. They operate with just light finger pressure and can be used on quite delicate jobs.



I have heard from Goran Ohlsson in Sweden that Castrol M, has been discontinued, with "no replacement". No doubt there are other brands that will work as well, but I for one have used no other type of castor oil since I started mixing my own fuel and I am not yet ready to change. But I might have to.

To prove that Control Line is not the exclusive preserve of city folks, I have had several calls over the last few months from enthusiasts at various country locations. Most recently from Ian Dickinson of Ravensthorpe, Western Australia. Ian and a few of his mates are enjoying C/L again and he is also looking for a plan of a Top Flite model called the 'Top Dawg'. Top Flite themselves are of surprisingly little help. If anyone can help out with a source for this plan I am sure that Ian would be most appreciative. If you have one, or know where one can be found, please give me a call or email and I will pass on the news to Ian.



Found in the TARMAC archives is this photo that was taken a few short years ago and shows our current TARMAC president Fred Tower with a speed model. This shot was supplied by Fred Tower.

Newsletter Editor

Harry Bailey.
Unit 1
4 Lagoon Court
Churchill 4305
Queensland
Tel (07) 32819318

This is the second last lot of TARMAC notes that I will be writing. Next month will see the end of a series that I have been writing since June 1990. Nearly sixteen years since I thoughtlessly embarked on the project. I was driven at the time by the view that the control line fraternity here in WA was poorly represented in our state newsletter 'Windsock'. Since the TARMAC notes are no longer printed in the much diminished Windsock, we have reverted to that state again. When I commenced writing, I expressed the opinion that I could not guarantee quality writing, but I could be sure that they would be given quantity. As my old Dad used to say 'Never mind the quality – Feel the width.' I do not know who, if anyone, will be carrying on, but it is time for a fresh view. If anyone does choose to pick up the Control Line cudgel, I wish them the best of luck.



Another picture from the past that has been dredged from the depths of the TARMAC archives. This is Gary Ryan, stunt champion of 1958 and 1959 with his winning Thunderbird. Gary has returned to control line and is at present well on the way to finishing an ARC Oriental powered with a Brodak .40. That will probably have its first outing at our new flying field. This photo would have been taken in the late 1950s and has been supplied by Phil Trueman.

A little practical joke of the month. Actually this practical joke was carried out in late 1947 when an American Airlines DC-4 was on its way to El Paso, Texas. As a prank, a captain riding in the jump seat engaged the gust lock in flight. (Gust locks clamp the flying surfaces to prevent them being flapped from stop to stop by wind and damaged when the aircraft is not in use.) The command pilot, not knowing the gust lock had been engaged, rolled the elevator trim tab with no response. When the jump seat captain disengaged the gust lock, the aircraft went into a steep dive, executed part of an outside roll and became inverted. Neither the command nor jump seat captain had seat belts on and they accidentally feathered No. 1, 2 and 4 engines when they hit the controls with their heads. No one realized it at the time but the feathering reduced power and allowed the co-pilot, who was strapped in, to pull out of the dive 350 feet from the ground. I bet that someone had a few words to say to him when it was all over.

Charlie Stone

VH4706

Email cestone@bigpond.com

A.C.L.N. ADVERTISING

For the newer readers, we point out that "private" (personal) ads are free to subscribers, and "commercial" ads are \$20 per quarter page, or \$5 for business card size. Commercial Advertisers can receive a free business card size ad for submitting original articles of interest to A.C.L.N. readers.

Copy or artwork for ads should be sent to the editor, cheques to the treasurer (G Wilson P.O. Box 298 Seaford, Vic. 3198) If you want to save a stamp, I can forward on any cheques sent with ads, but please make them payable to "Control Line Advisory Committee"

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For Sale

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Harry Bailey

Tel (07) 328 9318

Email:- hbailey@optusnet.com.au



This plane under construction by Lance Smith is an LA powered ... (purple people eater Eater ?) Dimpled Dumpling which will be renamed the DD Bee !

Total wing area was been expanded to just on 125 sq In from the original DD Vintage A plan. There was no problem getting the right height and width at the pilot as it seemed to naturally happen when shoehorning the LA 25 in there. Nice Big cast alloy H plate to dissipate the heat and keep the motor rigid in such a small plane.



(Above) "Heavy Flatulence" - Cockpit detail with a difference!

The Security Remote Controller seen on the wing is used for the motor speed, and Frank just clips it there for convenience until preparing for flight.



Frank McPherson with his Victoria Bitter biplane that is mentioned in the CLAG Country Flying Day article.

2006 VMAA CONTROL LINE STATE CHAMPIONSHIPS

CONTEST CALENDAR

FRIDAY APRIL 14

OPEN PRACTICE – CLAMF, FRANKSTON- 9.00AM
 OPEN PRACTICE – KMAC, KNOX – 9.00AM
 F2C TEAMRACE RD'S 1 & 2 – CLAMF 1.00PM
 F2F TEAMRACE

SATURDAY APRIL 15

OPEN PRACTICE – CLAMF, FRANKSTON – 8.30AM
 F2A RD 1 – 9.00AM
 F2C RD 3
 F2A RD 2
 F2C RD 4
 F2A RD 3
 F2C FINAL
 VINTAGE STUNT (STATIC 9.00AM) KMAC, KNOX
 VINTAGE STUNT (FLYING 10.00AM) KMAC, KNOX
 F2B OPEN PRACTICE – KMAC, KNOX
 COMBINED SPEED – CLAMF (AFTER F2C FINAL)
 JUNIOR 2.5CC COMBAT
 1/2A COMBAT

SUNDAY APRIL 16

F2B, NOVICE & JUNIOR AEROBATICS – KMAC, KNOX - 9.00AM
 VINTAGE A TEAMRACE – KMAC 9.00 AM
 CLASSIC B TEAMRACE (AFTER VINTAGE A)
 COMBINED SPEED (AFTER CLASSIC B)
 JUNIOR 2.5CC RAT RACE
 F2D COMBAT (AFTER CLASSIC B)

MONDAY APRIL 17

MIDGE SPEED – CLAMF, FRANKSTON – 9.00AM
 1/2A TEAMRACE
 GOODYEAR
 MINIGOODYEAR
 SIMPLE RAT RACE

FOR FURTHER DETAILS CONTACT :-

GRAEME WILSON – 97868153.

Midge speed will be run but was left off entry form, for those wishing to fly to add it to the entry form when sending in entries.



Results of SMAC Outdoor Hand-Launched Glider contest held at Knox on 5th March 2006

The contest was held as four 15 minute rounds, the best flight in each round to be the score for that round. The final results were determined by the total of the four round scores.

Entrant	Round 1	Round 2	Round 3	Round 4	Total
1st Mark Ellins	27sec	40sec	47sec	28sec	142sec
2nd Roger Virgo	20sec	23sec	25sec	47sec	115sec
3rd Reeve Marsh	18sec	26sec	20sec	19sec	83sec
4th Len Follett	17sec	20sec	15sec	14sec	66sec
5th Ken Hunting	7sec	13sec	13sec	14sec	47sec

VINTAGE COMBAT flown at CLAMF on 12/03/2006.

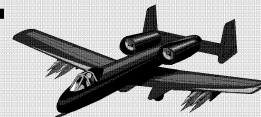
	1	2	3	4	f/o	model/engine
1. G.Wilson	W	W	W	W		Ironmonger/ST G20/15D
2. M.Shears	W	L	L		W	Yeti/PAW
3. R.Marsh	L	W	B	L	L	Yeti/OS MAXIII
4. M.Wilson	W	W	w/d			Ironmonger/ST G20/15D
5=. K.Maier	L	L				Ironmonger/ST G20/15D,PAW
5=. S.Reeve	L	L				Ironmonger/Enya 15 Glow

Plenty of broken models and engines that refused to restart were the theme of the day at the latest Vintage Combat event. Mark Ellins decided not to fly on account his finger still not good after industrial accident so ran the event for us. Murray Wilson finally won some bouts in this event but had to withdraw after 2 rounds because of excessive damage to both models, Ken Maier also lasted 2 rounds but they were both losses, models damaged in both, Steven Reeve out in 2, but bad engine runs didn't help him. Reeve was having a mixed day, he drew with Graeme in round 1 then lost the reply, won his next bout then had 2 losses which put him in third place. Graeme managed to stay out of trouble and won all his bouts 4 in total to come out the winner on the day, thanks to Mark and his cut judges for an enjoyable event.

VICTORIAN CONTROL LINE STATE CHAMPIONSHIPS
 For those who have not entered please send in your entries by the 13th APRIL 2006 to PO BOX 298 SEAFORD 3198. For those wishing to enter Midge Speed add to entry form, it will be run on Monday 17/04/2006.

Hunter Valley Championships

CONTEST RESULTS



Jnr Rat Race

		Heat 1	Final
1st	Rogers/Rothwell	89 Laps	179 Laps
2nd	Hines/Hines	70 Laps	162 Laps
3rd	Nolan/Littley	80 Laps	161 Laps

Vintage 1/2A Team Race

		Heat 1	Heat 2	Final
1st	Potter/Simmons	4.35.28	4.31.22	8.41.34
2nd	Brodie/Kerr	4.48.82	4.59.28	9.53.69
3rd	Nolan/Littley	4.26.81	4.24.94	10.01.94
4th	Rogers/Hines	5.28.57	81 laps	
5th	Rothwell/Potter snr	5.50.57	46 laps	

Vintage A Team Race (B Grade)

		Heat 1	Heat 2	Final
1st	Brodie/Simmons	3.45.57		8.19.78
2nd	Rogers/Rothwell	4.22.38	4.05.47	8.45.79
3rd	Nolan/Littley	4.05.15		9.21.84
4th	Thomas/Blake	5.58.60	5.00.47	

Vintage A Team Race

		Heat 1	Final
1st	Rothwell/Hines	3.27.41	6.51.49
2nd	Harvey/Simmons	3.28.22	6.54.44
3rd	Kerr/Potter	3.49.94	DNS

Slow Combat

1st	Robert Owen	W W W L W
2nd	Bob Fisher	W L W W L
3rd	Brian Burke	W L L W
4th	Mick Cominsky	L W L L
5th	Phil Pool	L L

F2D Combat

1st	Micheal Cominsky Jnr
2nd	Mick Cominsky
3rd	Ryan Cominsky
4th	Brian Burke
5th	Grant Potter

F2B Aerobatics

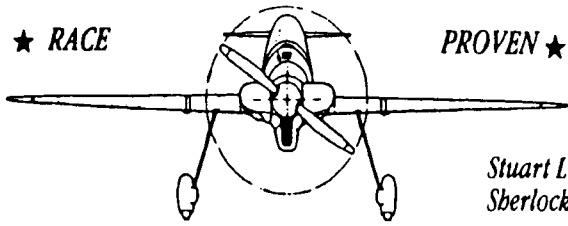
1st	Tony Bonello	945.5	904.5
2nd	Frank Battam	928	187
3rd	Bill Swan	854.5	740.5
4th	Don Keyseker	682	0
5th	Andrew Heath	647	0
6th	John Elias	0	0

Classic Stunt

1st	Reg Towel	553
2nd	Herb Hannah	523
3rd	Bill Swan	450.5
4th	Dave Simmons	447

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 F2C12 6.4 X 6.3
 F2C13 6.4 X 6.4
 F2C14 6.4 X 6.5

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