

# THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 99



Produced by the Victorian Control Line Advisory Committee

May 2006  
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**Copy Deadline for next issue is:  
Wednesday 17th May 2006  
PRODUCTION SPECIFICATIONS**

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

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

Email address:- [hbailey@optusnet.com.au](mailto:hbailey@optusnet.com.au)



## COMING EVENTS



## COMING EVENTS



### VICTORIAN CONTROL LINE CONTEST CALENDAR 2006

MAY 7	Vintage "A" Team race, Aust "A" Team race.	SMAC
MAY 7	C.L.A.G. Country Flying Day	Moe
MAY 21	<b>FAI &amp; Combined Speed,</b> 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	<b>FAI Team race, Goodyear T/R</b> 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	<b>FAI &amp; Combined Speed,</b> Jnr 2.5cc Combat, <b>Mini Goodyear,</b> Jnr 2.5cc Rat race.	CLAMF
JUL 23	Class 2 Team race, Classic "B" Team race.	KMAC
JUL 30	FAI Aerobatics (Yeoman Trophy),	SMAC
AUG 6	Vintage Combat.	SMAC
AUG 13	<b>FAI Team race, Goodyear T/R</b> 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.	MOE
SEP 17	FAI & Combined Speed, 2.5cc Rat race, 1/2A Team race.	CLAMF
SEPT 21	FAI (Stuntmasters ),	KMAC
SEP 24	FAI, Novice & Jnr Aerobatics, Classic Stunt, Bendix, Class 2 Team race.	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

Events conducted by CLAMF at the KMAC Field (Melway 72 K9)  
10.00am start.

Contact :- G. Wilson (03) 9786 8153,

**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](http://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
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.	Whalan Reserve & Luddenham <b>CLAS. NSW C/L STATE CHAMPIONSHIPS</b>
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) <b>CLAS. CITY OF SYDNEY CHAMPIONSHIPS</b>
<b>DOONSIDE</b> - (Doonside Model Flying Club) - Kelso Park North, Panania.		
<b>KMFC</b> - (Ku-ring-gai Model Flying Club) - St. Ives Showground, Mona Vale Rd, St. Ives.		
<b>NACA</b> - (Northern Area Contest Aeromodellers) - Gateshead H.S., Pacific Hwy, Gateshead.		
<b>REMAC</b> - (Ryde Epping Model Aero Club) - Peter Board HS, Wicks Rd, North Ryde.		
<b>SAT</b> - (Sydney Aeromodelling Team) - Kelso Park North, Henry Lawson Dr. Panania.		
<b>SSME</b> - (Sydney Society of Model Engineers) - Model Park, Luddenham Rd, Luddenham.		
<b>WMFC</b> - (Werrington Model Flying Club) - Entrance to flying site @cnr. Landers & Walker Sts, Werrington.		

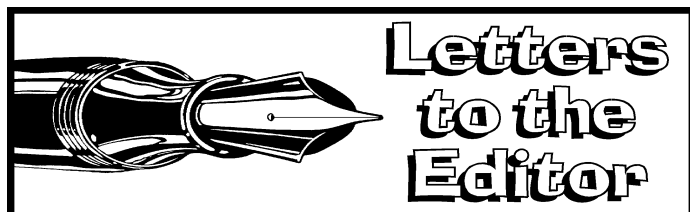
MDMAS - (Muswellbrook District Model Aero Sports Inc.) - Mitchell Hill Field, New England Hwy, Muswellbrook  
COMSOA - (City of Maitland Society of Aeromodellers) Raymond Terrace Rd, Metford.

## 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)



*Thank you Robin.*

*A lot of the members of the Kuring-gai Model Flying Club want to thank Robin Hiern, for the work he has done for years, keeping us airborne.*

*From the Sydney base of the club the list includes Ric Bonomo, Ross Boyd, Bob Frankel, Pat Hasler, Verh Keown, John Nolan, Tom Ransome and Dave Simons, and from the Coffs Harbour branch Dave Murrell, Graham Patterson, and Wayne Wilson.*

*And I'm sure there are others I've missed.*

*Thanks for all the engine repairs and all the beaut little bits and pieces Robin.*

*All the best.*

*John Nolan, for the Kuring-gai club.*



## Adelaide Aeromodellers Vintage & Classic Stunt 2006

With the Nationals looming, the atmosphere on April Fools Day seemed relaxed, but scratching the surface revealed a lot of activity was required to shake the cobwebs out of seldom flown Vintage and Classic models.

Vintage static judging was simplified this year to only bonus points for age of model and motor to make life easy for the judges and encourage those without documentation to enter.

Mark Poschkens has made great improvements and was rewarded with 3rd place. Congratulations to Alan Roadknight on flying his first complete Vintage pattern. Greg Roadknight flew his usual consistent pattern and Peter Anglberger's Glo Chief 35 powered Squaw benefited from the new piston and tongue muffler by Robin Hiern, who is sadly no longer doing engine work.

Classic Stunt was filled with drama. Mike Hawkey arrived with minutes to spare and discovered fuel starvation problems but overcame these in the end. The hemi head ABC Fox 35 mods were very evident in the classic 4-2-4 run he achieved. In contrast Peter Anglberger's standard (read vibrating) Fox 35 power Gieseke Nobler shook off it's cowl and nose weights during practice. This proved a stroke of luck as it inadvertently improved the trim resulting in an instantly improved pattern during his contest flight.

Bob Edgecombe had the motor cut in the overheads in round 1 but safely guided this Flitestreak to a safe inverted landing. He was the only entrant to attempt round 2 battling increasingly gusty conditions. His tenacity was rewarded by an improved score and a third place result.

For those MASA members who have control line models, most, including ARF Noblers and Flitestreaks, probably qualify for these events. Vintage is an ideal entry level stunt event, so come along and enter next year.

### Results:

#### Vintage Stunt

Place	Name	Static	Flight Rd 1	Flight Rd 2	Total (S + best Rd)	Model / Motor
1	P. Anglberger	21	178	-	199	Veco Squaw / GloChief 35
2	G. Roadknight	17	168	164	185	1951 Nobler / Enya 45
3	M. Poschkens	4	128	156.5	160.5	Nobler ARF / OS FP40
4	A. Roadknight	9	143	147	156	Flitestreak / OS LA 25
5	B. Edgecombe	10	124	139	149	Flitestreak / ST 35
6	M. Dyer	5	133.5	123.5	138.5	OD / OS LA 25
7	C. Carpenter	4	120.5	132	136	Nobler ARF / OS LA 40

#### Classic Stunt

Place	Name	Flight Rd 1	Flight Rd 2	Best Score	Model / Motor
1	P. Anglberger	498.5	dnf	498.5	Gieseke Nobler / Fox 35
2	G. Roadknight	467.5	dnf	467.5	1951 Nobler / Enya 45
3	B. Edgecombe	389.5	412	412	Flitestreak / ST 35
4	M. Hawkey	407.5	dnf	407.5	1951 Nobler / Fox 35

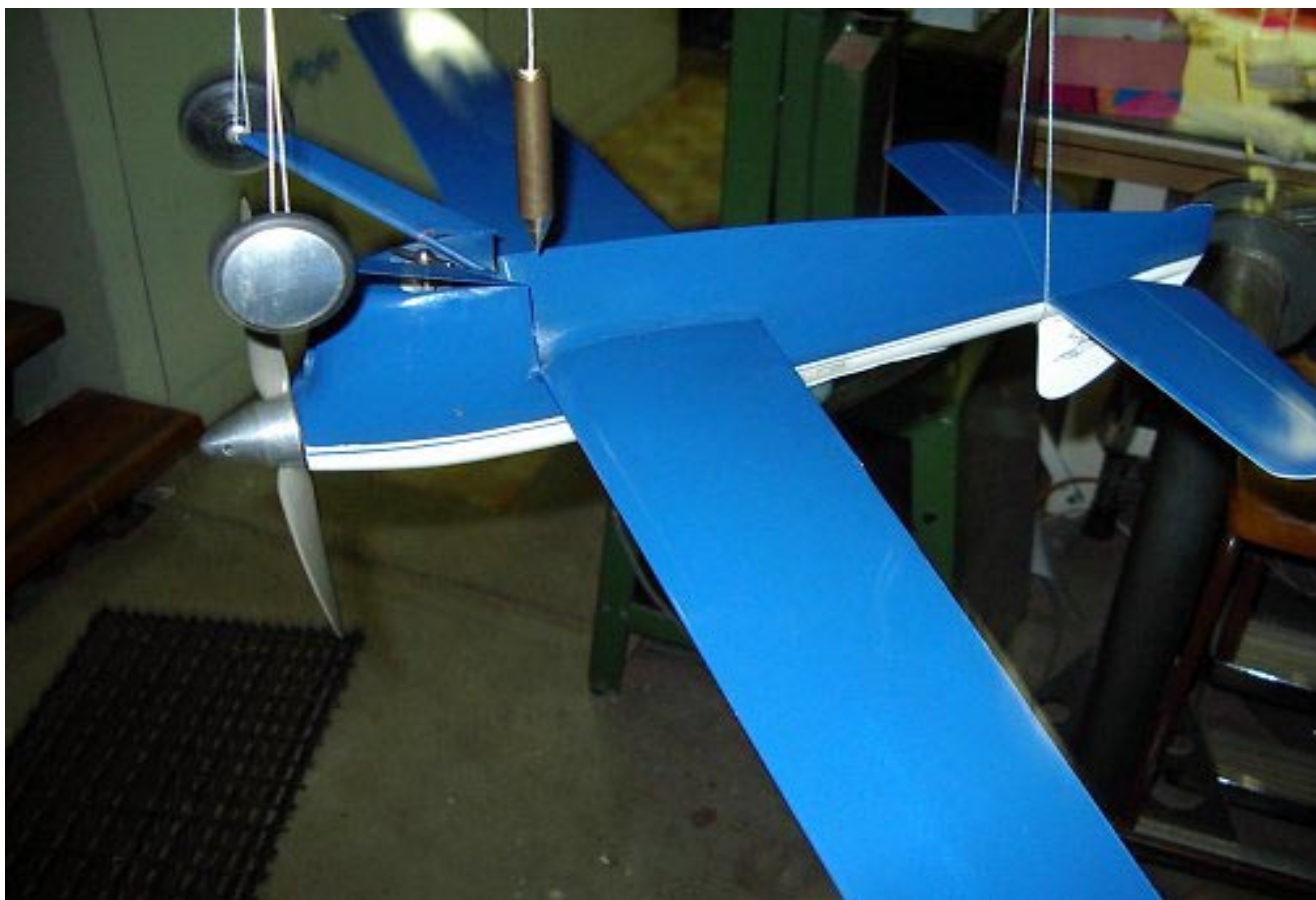
From Peter Anglberger

## TARMAC Notes for March and April

I was asked recently where the Centre of Gravity (CG) was on my Pluto Vintage team racer. To be honest, I didn't know off the top of my head, so I went to check it by the old hold it with two fingers at the balance point and make a guesstimation. Then due to its shape I found that I couldn't be too sure at all using that system. There had to be a better way and this seemed to be the time to re-create an idea that was published in 'Stunt News' not so long ago.

The idea was that if you hang something from a single point, then it will stabilize with the CG immediately below the point of suspension. How it works with model aeroplanes is that you invert the aircraft, attach three cords tied to a ceiling hook or similar to the dangly bits (wheels), and adjust the cord lengths so that the plane sits wings level and fuselage horizontal. (You could probably get the CG of the average aeromodeller the same way, but it is hell on the dangly bits.)

Having reached this stage, the CG will be directly beneath the attachment point. 'How nice' you will be thinking, 'But not much use'. The trick of course is to also attach a plumb bob to the same ceiling hook and it also will be directly below the hook and pointing to the precise CG of your model. The pictures below may help to make this clearer.



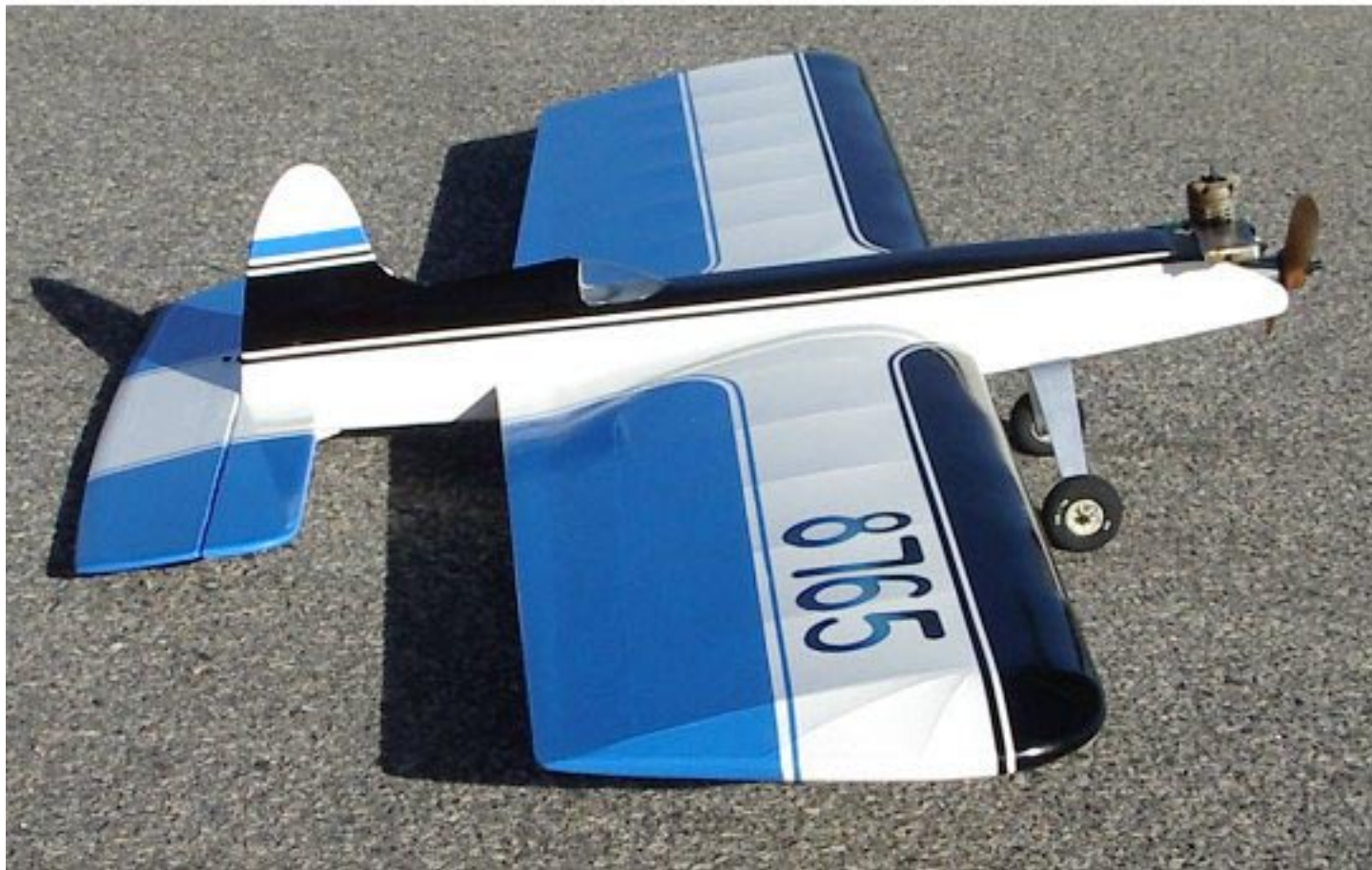
*A vintage team racer suspended, wings level and fuselage horizontal in the sling to exactly locate the centre of gravity (CG). The brass plumb bob points to the spot.*



*The model should be suspended with very light cord. Even button thread or linen thread would be strong enough for most control line models. Some of the RC fraternity might have to use chains of course. Due to my skill with perspective drawing, the rather rough sketch above doesn't look like it, but the fuselage and wings should be set level by adjusting the lengths of the individual cords before any measurements are taken. The arrow head indicates the location of the plumb bob.*



There probably aren't too many control line fliers that haven't heard of Jim Walker. For those that don't know, Jim is the guy that was accepted for many years as the inventor of control line flying although that was disputed later by a chap called Oba St Claire. Either way, it is indisputable that Jim Walker alone was the first to promote and popularise control line along with all other forms of aeromodelling. His patents covered many aspects of modeling, including control by sound and his famous folding wing catapult gliders. His flying skills were something to be wondered at. Can you imagine being able to successfully fly three control line models at once? I have enough trouble with one. If you would like to find out a bit more about the amazing activities of Jim and his company 'American Junior Models', you can check out the web page that has been put together as a tribute to him at: <http://www.americanjuniorclassics.com/> It is well worth a look.



*The latest in the flow of stunters that emerge from the workshop of Peter White. This is his new 'All American' to replace the old one that Peter tells me is getting 'A little shabby'.*

Some years ago, a mate of mine called Dave Cammack gave me a bit of good advice about the techniques of building things. Dave was a woodworker by trade, but built all sorts of things with a range of materials. He told me that if you can see what you want, and get your hands to do it, it doesn't matter what tools and methods you employ. If the finished product is up to the standard you want, it is OK. So if you can reproduce an antique mahogany writing desk using just a stone axe and a team of trained Mongolian racing termites, good luck to you. Just because everyone else does it a certain way does not mean that you have to. It is always a good idea to ask questions about other peoples methods, but don't feel bound by them. Your way could be better – It will at the very least be different.



*Dredged from the TARMAC archives is this shot of the late Len Armour(L) with his McCoy .60 powered speed model and a young Brian Sadler at the 8<sup>th</sup> Nats. Photo supplied by Johnny Orr.*

I see that Top Flite is marketing yet another ARF model. This one is called the 'Score' and is alleged to be specifically designed for F2B competition. The construction sounds to be similar to the already successful 'Nobler' ARF, being mainly balsa and ply and it is supplied with a pre-painted fiberglass cowl. They say that it can be assembled in four to six hours (perhaps they mean forty six hours), is 56 ½ inch span and 677 square inches of wing area. If this one is as good as the Nobler, they should do well with it. I wonder who will be the first one to have one here.



*The new Top Flite ARF for F2B. It is called the 'Score'.*

If any of you budding machinists out there have considered building a small steam engine, I have for sale a full set of genuine, high quality, Stuart Turner un-machined castings for their V10 vertical steam engine. It is complete with the instruction booklet and they are still in the shrink wrap, so no missing bits. \$100 will part me from them. If you are interested, email me for more details.

*Another image from the TARMAC archives is this one of Geoff Barnes holding Hans Bertina's immaculately finished ETA powered B racer. The model was finished in snow white and iridescent green. It was given the 'Best finished team racer in Australia award at the Strathalbyn Nats in 1963/64.*



I have been entrusted (poor fools), with the only key to the new flying field at Lumen Christie College. So after a slow start over the last couple of weeks, I wasn't in a great rush to get there on the third week of our occupation. But on arrival I was surprised to see the driveway jam packed with cars and impatient aeromodellers. Apparently none of them had noticed that on the right hand side of the gate is a large gap or access way in the fence quite large enough to allow the passage of portly aeromodellers carrying aircraft. They had already worked out for themselves that there is plenty of room for cars on the drive outside the gate. Once the gate was open, it didn't take too long for them to take up residence and get flying. Kim Ashton brought down a veritable airforce of large models, all powered by four stroke engines. We were privileged to see the maiden flight of his new 'Mosquito' that is powered by two Saito .30 engines. It is a profile that looks good, sounds good, and flies as well as it looks and sounds. I also got to see Kevin Cook's SIG Mustang for the first time. We had a great day.





*Kim Ashton's DH Mosquito profile. Powered by 2 Saito .30 engines, the plan was sourced from Peter White's vast collection. It weighs 60 ounces and is 60 inch span. It looks and sounds great in the air, stunts well and Kim is very happy with it.*



*Another new arrival at the new TARMAC field is this SIG Mustang built by Kevin Cook. It is powered by an OS LA .40.*



The sort of news that we don't like to hear has come from Mal Bone. He has had his 'Ozone' control Line Stunter stolen from his shed. The Ozone is painted white, about 50 inch wingspan with OZONE on one wing and STALKER on the other. The motor is an ST40 as in Stalker 40. The Stalker is produced for control line stunt and there are very few here in WA so this combination of model and engine should be easily recognizable. If any of you should see this outfit please contact Mal Bone on (08) 9401 0460 or (mobile) 0416 456 607 or alternatively, give me a call and I will relay the message.



*Finally, from the archives is a chap who has been aeromodelling since castor oil was invented. Dick Gibbs (L) and Jack Austin seen here in an RAAF PR photo taken at Pearce AFB for National Service in 1951. The Frog 500 Team Racer was built by the photographer Maury Fisher who was a fellow Thermal Thumbers member. Photo supplied by Dicky Gibbs*

I used to get a laugh from the tongue in cheek jabs written by the Aeromodeller columnist 'Pylonius'. There was quite often humour and truth in what he had to say. I was browsing through an old Aeromodeller the other day and saw in one column a bit of both. I found his thoughts regarding helmets for team racing to be funny. He writes 'Having seen modern team racing in action, it seems to me that anyone venturing within a hundred yards of the screaming monsters would hardly need the added thickness of 1/8<sup>th</sup> inch of plastic around his skull.'

Since this column will be the last of a series that I have been writing, largely unaided for almost sixteen years, his next comment that 'The thing that I like most about the club newsletter is the way it is disguised as a full orchestra when, in reality, it is a one man band.' is not all that far from the truth. Anyway I plan to have a nice rest from the regular slaving over notes that are doomed to soon be protecting the bottom of a parrot's cage. If you think that I am laying it on a bit thick when I refer to it as 'slaving', then perhaps you should try doing it for a while.

I have been pondering of late what can be done to improve this world we live in, and after earnest consideration, I think that the first step should be the extermination of anyone involved in the making of Rap music. That would have to be a positive move.

In case you've been wondering, I'm not a *complete* idiot. (Some parts are missing.)

Charlie Stone

VH4706

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



# Control Line alive and well at the Vic State Championships 2006

This years Vic State Championships kicked off with some of the worst weather for model flying seen in Melbourne for many months. Good Friday, the day allocated for practice, provided difficult conditions with a strong gusty wind and rain showers.

But those conditions were nothing compared with what Nature had in store for the first day of competition on Saturday. Winds gusting up to 35 knots and squalls producing heavy rain welcomed our arrival at the field on Saturday morning. It was not until late morning that an attempt could be made to get started with an actual event.

With a break in the conditions, a few intrepid competitors ventured out intent on displaying their skills in Vintage Stunt. Because of the weather however this quickly deteriorated into pure farce.

It culminated with Doug Grinham walking out to his handle just as the skies opened up. What followed was a brilliant display of how to survive in truly extreme flying conditions whilst attempting to fly the Vintage pattern.

Whilst Doug battled, we all had a great time being kept on the edge of our seats. At one stage Doug's model came within inches of disaster but with the skill and steady nerves for which he is well known, the flight was completed with no damage other than a thorough drenching for Doug.

The flight did however prove to be a catalyst for what was to follow that day. Rather than moan and whinge about the weather the assembled crowd got stuck into the chin wagging. Amazing how we all become stunt champions when the weather is too crook to fly.

By mid afternoon the CD rightly made the decision to abandon all further competition on the day. But it had not been a complete loss. It allowed time for many old friends to get together, new friendships to be made and a good time to be had by all.

It was really great to see guys like Peter White coming all the way from Perth; Paul Turner, Dave Simons and Bill Swan from Sydney; as well as friends from all over Victoria. Their presence went a long way to help make this competition very special.

Sunday arrived and a miracle. The wind was virtually nil and with an overcast sky, conditions were near perfect. The assembled F2B competitors included some of the very best in Australia. Stunt experts such as Paul Turner, PJ Rowland, Peter White and Doug Grinham along with many others were promising a battle royal whilst providing an absolute feast of Stunt skill.



*Peter White about to leave the pit area for the contest circle.*

Right from the start it was obvious the standard was right up there with the best. Flying over 3 rounds, the 12 F2B fliers were quite simply magnificent. Competition was fierce with only a few points separating the leaders. At all times however the competition was conducted in great spirit and competitors were quick to acknowledge any noteworthy effort by an opponent.

*Of particular interest in this event was the entry of a 4 engine Lancaster. There is no doubt that this model took F2B into a whole new realm. Just to get a large model such as this airborne and flying straight and level would have been great. To fly the model through the entire pattern and be among the leaders was quite simply magnificent.*

*PJ Rowland, using every bit of his extraordinary skill, guided this massive model through manoeuvres which were absolutely breathtaking. Moving quickly in all directions and expending considerable physical effort PJ was able to keep the Lanc inside the envelope and doing exactly what he wanted. A spellbinding display by any criteria.*



At the completion of the 3 rounds the results showed Peter White to be in first place. Paul Turner second and PJ Rowland third.

All competitors however could be justifiably proud of their performance. Everyone put in a 100% effort and were deserving of the highest praise.

Two competitors worthy of special mention were Peter O'Keeffe and Damian Sammut. Both were flying in virtually their first ever F2B contest and both produced excellent flights. I know just how much hard work and practice these guys put in preparing for the Comp and they are to be congratulated on the standard they achieved.

Due to the loss of events on Saturday, all Stunt competition had to be completed on Sunday. This meant that as well as F2B, the Novice event and Vintage all had to be squeezed into Sunday.

In the event the high standards of F2B were carried over to Novice and we were treated with some great individual efforts. Dave Nobes came out on top and with a truly commendable performance. Greg Barclay took Second and Jim Trevaskis third. Very well done guys.

Vintage was held in failing light and saw Paul Turner first, Doug Grinham second and Peter White third.

The sun disappearing below the horizon spelt the end of a truly magical day. This competition must surely rate as one of the most successful and enjoyable ever held at KMAC. The car park was jammed to capacity and a very large crowd of competitors and spectators were provided with some really great entertainment.

Special thanks are due to the CD Peter Rowland for his sterling effort in keeping things organised despite the weather. As President of KMAC both he and Secretary Frank McPherson have also overseen many improvements to the field, which was in tiptop condition on the day. The signs kindly supplied last month by Keith Begley certainly assisted the field's presentation.

The judges, Peter Roberts, Craig Yeoman, and Andrew Frith, as well as the score tabulator Ken Dowell, also contributed a great deal to the success of the Championships.

The only thing left to be said is "THAT WAS JUST GREAT"

Report from Ken Donelly

## F2B, NOVICE & VINTAGE STUNT RESULTS AT THE VICTORIAN STATE CHAMPIONSHIPS

### F2B

Entrant	Model/Engine	Rd 1	Rd 2	Rd 3	Average of Best Two
1.Peter White (WA)	Geo XL/Stalker 61	964.17	<b>1018.33</b>	<b>1042.67</b>	1030.50
2.Paul Turner (NSW)	WindWiper/ST 46	<b>1016.50</b>	1010.50	<b>1022.00</b>	1019.25
3.PJ Rowland	Lancaster/4 x Enya 19	<b>982.17</b>	974.83	<b>1054.00</b>	1018.08
4.Dave Simons (NSW)	Yatsenko Akrobat/Retro 60	983.83	<b>1022.83</b>	<b>1009.33</b>	1016.08
5.Adam Kobelt	Impact/Saito 56	<b>986.67</b>	967.50	<b>1013.50</b>	1000.08
6.Doug Grinham	Jazzer/Retro 60	977.67	<b>979.17</b>	<b>997.33</b>	988.25
<b>Best of Two</b>					
7.Mark Ellins	Jazzer II/Stalker 61	911.00	<b>962.67</b>		
8.Bill Swan (NSW)	Mongrel/ST 46	781.83	<b>848.50</b>		
9.Peter O'Keeffe	Trojan/Stalker 61	<b>784.50</b>	<b>748.17</b>		
10.Paul Stein	Yatsenko Knight/Retro 60	744.83	<b>783.17</b>		
11.Damien Sammut	P40/ST 46	758.33	<b>782.50</b>		
12.Peter Rowland	Tony/OS 40FP	<b>696.50</b>	693.17		

### NOVICE

	Model/Engine	Rd 1	Rd 2
1.Dave Nobes -	Shark / OS 46LA	668	<b>780</b>
2.Greg Barclay -	Cardinal / OS 46LA	<b>773</b>	735
3.Jim Trevaskis -	Cardinal / ST 51	<b>648</b>	604
4.Dave Lacey -	Sukhoi / OS 46LA	633	<b>634</b>
5.Mark Usher -	Ringmaster S1 / Fox 35	573	<b>625</b>

### VINTAGE

Scheduled for Saturday 15th, it proceeded with two entrants having flown their first round and Doug Grinham flying his when the heavens opened up and poured forth.

After a break, and with the prospect of continued rain squalls interspersed with wind squalls, CD Peter Rowland declared a no-flights day, and contest would be flown between F2B rounds on the Sunday.

On Sunday, lack of time resulted in only One Round.

	Model/ Engine	Static	Rd 1	TOTAL
1.Paul Turner	Wombat / Sabre 29	127	340	467



2.Doug Grinham	Jamison / Attwood Triumph 49	123	337	460
3.Peter White	All American / Fox 35	108	321	429
4.Dave Lacey	Jamison / OS Max I 35	110	294	404
5.Ken Maier	Ambassador / CS Oliver Tiger 2.5	115	244	359
6.Bill Swan	Nobler / Magnum 36	51	292	343
7.Dave Nobes	Shark / OS 46LA	39	288	327
8.Mark Usher	Ringmaster S1 / Fox 35	44	259	303

## VINTAGE A TEAM RACE at the Vic State Champs, Sunday, 16.4.06

It was a great flying day down at Knox on Super Sunday at Easter. Winds were light with temperatures around 19Deg C. The day was made to order for team race, with Vintage A being first up.

Andy Kerr, Richard Justic, Grant Potter and Hugh Simons were down from NSW to give the Vics some hurry up. They certainly achieved that goal and even put some curry in the hurry with fearsome hot laps and a new finals record to boot.

This competition was at long last going to showcase Paul Stein's Olympian with Rothwell R250 up front. The first heat proved short on laps and they glided to the finish. A tweak of the tune by master pitman Paul did not disappoint and Rob Fitzgerald guided the racer to a stunning FTD of 3.18.81.

Jim and Colin Ray didn't have the best of luck. They have not had the opportunity to sort gear and practice. Both have been very busy on a personal front with Colin getting married and Jim and Glenys moving from the city to a large country property which will shortly have its own control line circle! Anyone going to volunteer to help build the Grandstand?

Graeme Wilson and Mark Ellins had an excellent first round of 3.21.47 which would just about be the best ever heat time for this multi talented team. They elected to miss round 2 believing they were safe for a place in the last three. As usual, they were right.

Andy Kerr and Richard Justic put in two consistently fast times but were not helped by a missed catch that took precious seconds from what would have been a very quick race.

John Hollowell and Keith Baddock also put in a glided finish in round one.

Keith knew what was required and the Dimpled Dumpling was a big improver in round two. However, a backwards start both times saw them eliminated from the final by .44 of a second, allowing Hugh & Grant (take the '&' away and something sounds familiar...) into the final.

With 'only' a 3.22 on the board, and Andy breathing down their necks on 3.23 a big second round was a must. What happened was a DQ for an unintentional shut off. Didn't matter though, as they still scraped into the final.

Of the other Victorian teams, Lance Smith and Murray

Wilson showed promise with a best of 3.40, a time he will be odds on to better in South Oz next week. Ken Hunting had the 'Nobster' as his hired flicking hand. Neil Baker did well, the CS just didn't have the awesome grunt of the NSW specials. In a perfect world, there would be enough R250's for everybody. With a little patience and time, I'm sure there will be.

The final was an R250 fest. Hugh Simons flew the Dimpled Dumpling superbly, Grant Potter caught and started brilliantly. The result was a new record of 6.34.01. A truly outstanding performance. They could have been pressured all the way by the other two, but Graeme had an unfortunate run in as the model seemed to catch a wheel and bounce inwards. Paul & Fitz also had a less than perfect race with a 7.05 and you can bet the Olympian will be a lot better next outing at the Nats.

	Rd 1	Rd 2	Final
Potter / Simons	<b>3.22.22</b>	DQ (shutoff)	6.34.01(Rec.)
Fitzgerald / Stein	3.29.09	<b>3.18.81</b>	7.05.48
G.Wilson / Ellins	<b>3.21.47</b>	DNS	51 laps (run in)
Hallowell / Baddock	3.27.16	<b>3.22.66</b>	
Justic /Kerr	3.25.19	<b>3.23.96</b>	
M. Wilson / Smith	<b>3.40.34</b>	3.58.88	
Hunting / Baker	3.56.09	<b>3.54.19</b>	
Ray /Ray	DNF 55	DNS	

After a short break **Classic B** was next and the calm Knox air was soon disturbed by howling OS 25's with rpms of 20,000 plus in the air. Contest Director was again Alan Lumsden and, just like Vintage A, kept the contest moving at a good pace.

Lack of practice was again against the Cosmics and despite the LA 25 and Crescendo having airspeed the equal of anyone, Jim and Colin had to be content with heat times a long way below their best. With a new model almost painted, these two are primed (pardon the pun) to make a big impact leading up to the Albury Nats in late December '06.

Lance Smith had Murray Wilson holding his home made handle. No question, the former State Championship winning Antares and MRS modded FP 25 was fast, but the stops were just a little slow. The first round time was within 10 seconds of Wilson / Ellins. In the second round the gremlins struck with a broken plug connector wire ending their race and finals chance.

John Hollowell and Keith Baddock were ably assisted by Paul Stein on battery. They used the Rocket first round and posted a 3.14.72 and then switched to the Super Swooper in Rd 2 to make a FTD of 3.06.97.

Graeme Wilson and Mark Ellins put in a workman like time of 3.25 and decided to sit out the second round. Ken Hunting and Neil Baker were having fun but their setup did not have enough poke to seriously challenge the front runners.

Time for the final. All three teams were quickly away. The Rocket had a edge on speed and was continually passing the Wilson / Ellins Double Dice.

The Cosmic's Crescendo was holding its own but was down on laps and had one slow stop. With Keith getting 3 flick starts on both pitstops, the Rocket was never headed and coasted to a comfortable win.

CLASSIC B.	Rd 1	Rd 2	Final
Hallowell / Baddock	3.14.72	<b>3.06.97</b>	6:21.84
G.Wilson / Ellins	<b>3.25.94</b>	DNS	6:37.72
Ray / Ray	<b>3.32.50</b>	4.06.44	7:20.58
M.Wilson / Smith	<b>3.35.68</b>	DNF 43	
Hunting / Baker	<b>3.40.75</b>	4.15.75	

John Hallowell  
VH 1984.



*The Classic B finalist.. From left to right Colin and Jim Ray with "Crescendo", John Hallowell and Keith Baddock with "Rocket" and Graeme Wilson and pitman Mark Ellins with their "Double Dice"*

## Victorian Control Line State Championships Results.

### Combined Speed

Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	R Hiern	Class 4	Super Tigre X40	12.24	DNS	DNS	12.24	294.12	106.05%
2	N Wake	Class 5	Novarossi 21	15.00	14.80	14.79	14.79	243.41	94.79%
3	N Wake	Class 1	Novarossi 12	15.81	16.81	16.67	15.81	227.70	90.58%
4	N Wake	Class 4	K&B 40	16.08	15.01	DNF	15.01	239.84	86.48%
5	R.Justic	Proto	Super Tigre k29	29.88	28.19	33.76	28.19	205.52	85.58%
6	D.Shackleford	Proto	Infinity 21	32.82	32.41	30.45	30.45	190.27	79.23%
7	N Wake	Class 2	Picco 21	13.65	13.84		13.65	212.22	73.26%
8	V Marquet	Class 1	ASP 11	25.47	22.12	21.97	21.97	163.86	65.18%
9	V Marquet	Proto	Enya 30	38.90	BANG	DNS	38.90	148.94	62.02%
10	N Wake	Proto	Cippolla 20	39.03	42.97		39.03	148.44	61.81%

### ALSO FLEW BUT RESULTS NOT COUNTED

R.Hiern	Class 1	Novarossi 12	14.44	14.36	dns	14.36	250.69	99.72%
R.Hiern	Class 5	Novarossi 21	14.06	14.26	dns	14.06	256.04	99.71%

### FAI Speed

Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h
1	R Justic	FAI	Profi	Noflight	12.70	No flight	12.70	283.46
2	R Hiern	FAI	Profi	12.89	NEL	No flight	12.89	279.29
3	N Wake	FAI	Irvine 15R	17.30	dnf	dnf	17.30	208.09

### Midge Speed

Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h
1	K Hunting	Midge	PAW	10.04	10.53		10.04	144.34
2	C Ray	Midge	Rossi 09	10.48			10.48	138.21
3	V Marquet	Midge	Cippolla 09	13.44	11.00	10.95	10.95	132.27
4	N Wake	Midge	Silver swallow	11.22	11.24	DNS	11.22	129.09
5	R Hiern	Midge	Katipo	15.02	14.45	14.59	14.45	100.24

### FAI TEAM RACE

		rd 1	rd 2	rd 3	rd 4	final
1.	H.Simons/G.Potter	3:18.93	DNS	3:15.19	DNF 21	6:52.28
2.	G.Wilson/P.Stein	3:19.53	3:14.37	3:13.75	3:14.22	6:58.18
3.	R.Fitzgerald/M.Ellins	3:14.50	DNF 74	3:21.19	DNS	DISQ
4.	C.Ray/S.Suter	3:28.72	DNF 60	3:26.81	3:23.07	
5.	R.Justic/R.Owen	3:27.13	3:27.86	DNS	DNS	



# 2006 VICTORIAN CONTROL LINE STATE CHAMPIONSHIPS

## RESULTS

### F2F TEAM RACE

		rd 1	rd 2	final
1.	R.Fitzgerald/C.Ray	4:17.15	4:17.13	8:52.16
2.	G.Wilson/M.Wilson	5:01.00	4:31.95	9:13.56
3.	K.Hunting/P.Roberts	5:19.53	5:00.75	9:55.92
4.	P.Cameron/G.Pretty	4:11.75	dnf 77 (crash)	
5.	P.Stein/N.Baker	dnf 24	dnf 57 (crash)	

### 1/2A TEAM RACE

		rd 1	rd 2	final
1.	H.Simons/G.Potter	3:36.66	dnf 62	6:55.75
2.	G.Wilson/S.Suter	3:30.03	dns	7:06.97
3.	R.Justic/R.Owen	3:43.09	dnf 40	dnf 44
4.	M.Ellins/K.Hunting	4:23.70	4:13.32	
5.	C.Ray/N.Baker	dns	4:50.66	

### GOODYEAR

		rd 1	rd 2	final
1.	R.Fitzgerald/G.Pretty	3:28.84	dns	7:08.20
2.	G.Wilson/M.Ellins	3:56.93	dns	7:47.40
3.	C.Ray/J.Ray	4:19.90	4:01.13	8:29.22
4.	M.Wilson/A/Lumsden	4:48.87	4:32.53	
5.	K.Hunting/N.Baker	dnf 41	5:19.19	
6.	R.Justic/R.Owen	dnf 32	dnf 10	

### 1/2A COMBAT

		1	2	3	4	5	6
1.	R.Justic	W	W	W	L	W	W
2.	R.Owen	W	L	W	W	W	L
3.	M.Wilson	B	L	W	W	L	W
4.	K.Maier	W	W	W	L	L	L
5=.	A.Caselli	L	W	L			
5=.	K.Hunting	W	L	L			
5=.	P.Stein	L	W	L			
8=.	G.Wilson	L	B	L			
8=.	M.Shears	L	L				

### FAL COMBAT

		1	2	3
1.	R.Owen	W	W	W
2.	G.Pretty	L	W	L
3.	G.Wilson	W	L	w/d
4.	M.Wilson	L	L	

*Racing and Speed pictures from the camera of John Hallowell.*







*Robin Hiern with his Combined Speed winning model.*



*Alan Lumsden was C.D for Vintage A and Classic B. He was one of the many people that volunteered their time to help make the Championships a success.*



*The three teams that made the Vintage A final.*



*Neil Baker waits to start the Classic B of Ken Hunting as Rob Fitzgerald (timekeeper) looks on.*



*Goodyear T/R was again claimed by the South Australian team that have made this event their own over recent years.*

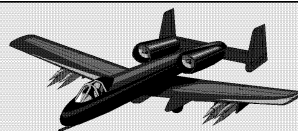


*This "Super Swooper" flown By Hallowell / Baddock made the fastest heat time of the day in Classic B.*



Combined Speed flown at Frankston 9/4/06

# CONTEST RESULTS



Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	R Hiern	Class 1	Novarossi 12	14.66	DNS	DNS	14.66	245.57	97.68%
2	R Hiern	FAI	Irvine 15R	13.38	NEL	NEL	13.38	269.06	93.65%
3	N Wake	Class 5	Novarossi 21	15.16	DNS	DNS	15.16	237.47	92.48%
4	N Wake	Class 1	Novarossi 12	15.60	15.79	DNS	15.60	230.77	91.79%
5	L Smith	Proto	Novarossi 21	28.35	28.00	27.25	27.25	212.61	88.53%
6	V Marquet	Vintage Proto	Enya 30	48.00	43.46		43.46	133.31	82.83%
7	V Marquet	Class 1	ASP 11	20.91	21.36	21.30	20.91	172.17	68.48%
8	V Marquet	Proto	Picco 21	42.32	40.13	DNS	40.13	144.37	60.12%
9	N Wake	Proto	Cippolla 20	40.96	41.55	40.76	40.76	142.14	59.19%

## Results of SMAC Simple Combat contest flown at Knox 6th April 2006

Other than the first and last bouts of the day (both between Murray and Mark), most of the matches were rather one-sided with a lot of ground time and/or model damage - a couple of mid-air collisions and some poorly judged evasive moves putting paid to the chances of more than one entrant...

Most flyers were using triathlon-style models (Terminators and a Peacemaker derivative) with OS 15FP motors; Steve was using Warlord models as he does in Vintage Combat events.

Place	Entrant	Rd 1	Rd 2	Rd 3	Rd 4
1st	Murray Wilson	W	W	B	W
2nd	Mark Ellins	L	B	W	L
3rd	Reeve Marsh	B	L	L	
4th	Graeme Wilson	W	withdrew		
5th	Steve Reeve	L	withdrew		



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## TOURNAMENT "WINGS OF PORTUGAL" ÉVORA 2006

[www.clportugal.com](http://www.clportugal.com)

I'm pleased to inform that on the 8, 9 and 10 of September will take place the international tournament "Wings of Portugal" Évora 2006. In C/L and R/C.

The site is the local aerodrome of Évora a wonderful roman tour, 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, F3J National and aerobatics.

As usual I offer to all foreign participants, accomodation in a bed and breakfast basis, 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

President of SAM Portugal 74

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### THE AEROMODELLING VETERANS' GATHERING.



REMEMBER  
THE  
WEEKEND  
AFTER  
MOTHERS  
DAY

## G'Day Everyone

It is with much regret that I must announce our final Veterans Gathering which will be held on the **20<sup>th</sup> and 21<sup>st</sup> May 2006**. As you know from previous times getting it together has become more and more difficult due to local assistance getting thinner and the costs spiralling out of control both to get to the venue and local economics.

This year the Saturday Night Dinner will be at the **Purple Olive Restaurant 6.30 for 7PM 20<sup>th</sup> May**.

The establishment is 2 kilometres north of Muswellbrook on the left of the New England Highway (75 Aberdeen Street as the highway is called going out of town) a sign on the left says Pursehouse Rural on the left and the restaurant is just behind this (and old sign saying Verona Winery marks the spot as well). The place is self contained with a good atmosphere and bar (similar to the Hillside Restaurant of previous years). It will be a sit down 3-course meal for which I have been quoted at \$32.00 per head; we are not adding anything, that is the cost so be prepared.

**As in past years please let us know if you are coming to DINNER on the Saturday Night as the numbers need to be in a week before — cut off date will be Saturday 13<sup>th</sup> May 2006.**

Best Wishes **THE MOUTH FROM THE SOUTH** Dennis Westerman