

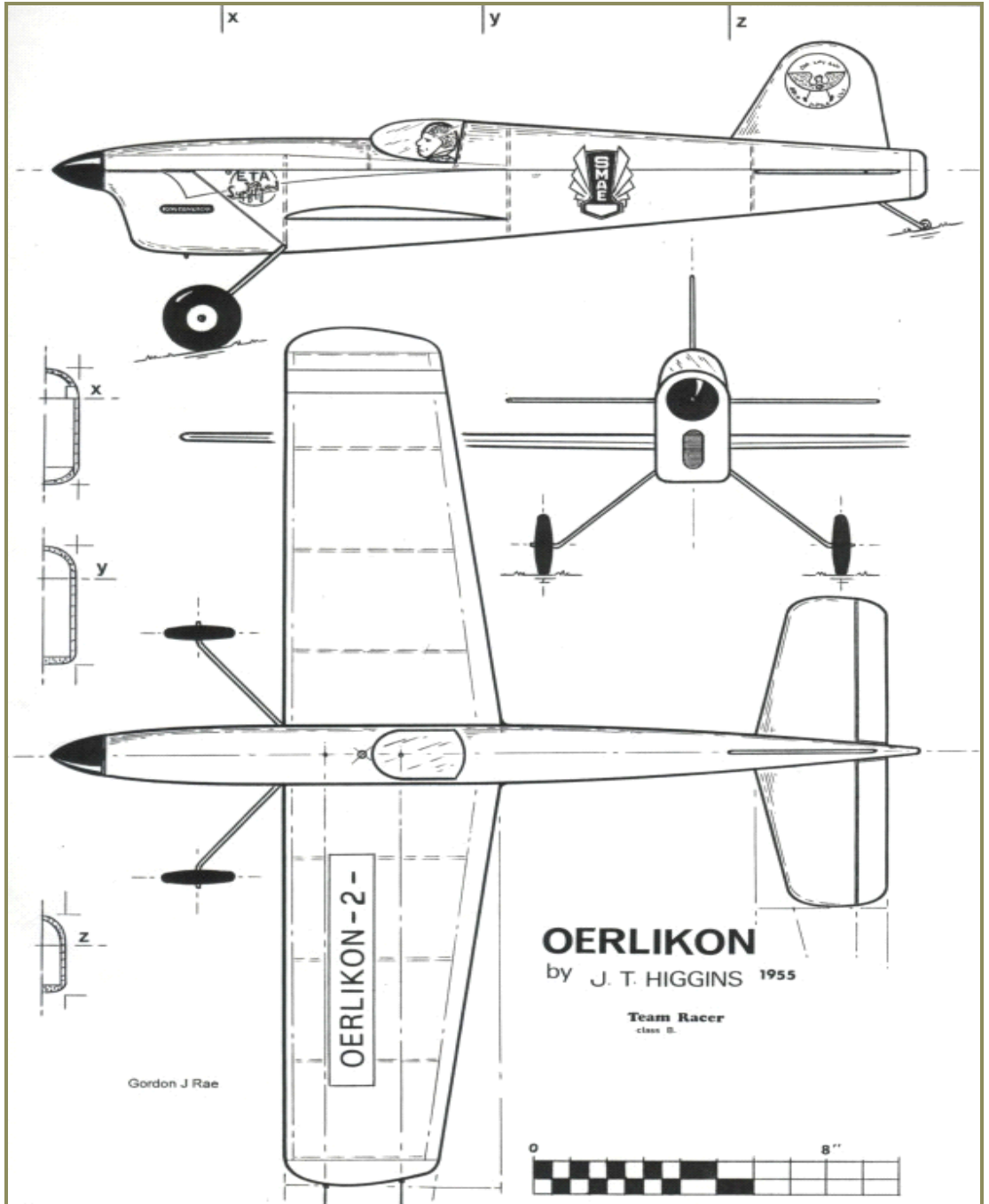
VINTAGE T/R NEWS

AUGUST 2005

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LEAD STORY HEADLINE: VANISHING VENUES



SPECIAL POINTS OF INTEREST:

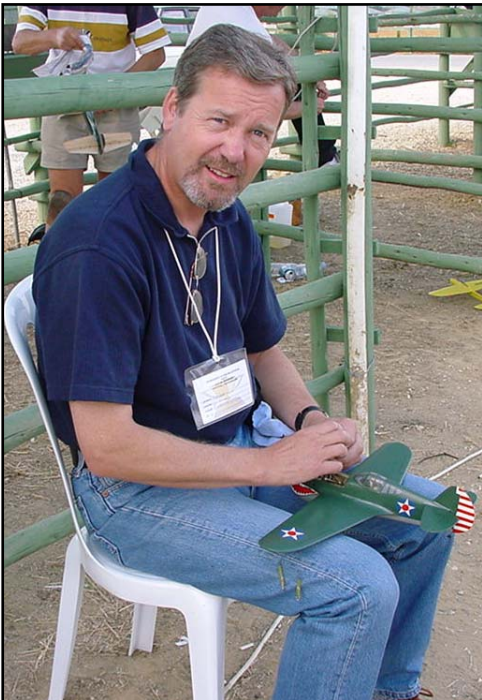
- VANISHING VENUES
- MINI GOODYEAR
- 6 PLANS OF VARIOUS MODELS
- VTRSIG—2005 ANNUAL SUBSCRIPTION

LETTER FROM YOUR EDITOR

On a very serious note, I would ask the VTR membership to be aware that our control line discipline is about to loose another of our flying venues. I understand that the Oakington flying site has changed hands recently and the continued use of this Southern racing venue will cease in the near future.

This coupled with the fact that we struggle to convince the R/C element of the Rolls Royce MFC to allow us to use their site once a year, this is also in jeopardy.

The demise of Three Sisters was a major blow to Ken Morrissey in particular and the team race fraternity as a whole. I for one was amazed when I first saw this purpose made flying site. The flying surface was convex to prevent rain from forming puddles and the main arena had a control tower with chain link fencing surrounding the flying circle. I was privileged to be one of the last teams to fly on this hollowed ground.



Lucas Aerospace, Wolverhampton was another venue, formerly the Wolves MFC to face the chop. The site was quite small but well supported with a social club on site and limited tarmac surface for the smaller classes.

The Bilston Club still has the use of the Frank F Harrison site and still runs a stunt, combat and vintage speed event every year, but to my knowledge it has been several years since team racers flew there. The grass is poor and unlevel so only class B and at a push class A could be flown.

There are other sites, which have not been supported well enough and have fallen by the wayside. In view of our diminishing flying sites it is now imperative that we support and promote the last few remaining sites in the country.

Hopefully, the Bristol club will continue to provide the resource and of course, Barton, our premier site welcomes openly all control line disciplines.

To ensure we continue to keep these beautiful sites operational we the membership have to support these venues totally. Perhaps we should encourage overnight camping; VTR helps with providing contribution to help with the running cost (this especially important to the Southern clubs who will need to travel some distance). To support the hard work of all the organisers and helpers we must turn up to venues and support the stalwarts who turn up each week end and give freely their time and effort to make a race meeting run so smoothly. If you don't they will surely fail, then where will you fly, at the Nationals once a year – but for how long?

Roger

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See back cover for purchasing decals.



LETTER FROM DICK HART



Here we are trying to get the second issue out before the UK Nats, so we can collect memberships and hopefully increase our circulation a bit. This issue has a great report from John Hallowell of the Aussie Nats and some interesting correspondence from other members too. I wish I could say that I was able to report on B team race at the US Nats but in the end I did not enter. The model is finished and looks great, but I had not run the motor at all and when I tried it blew three plugs on me in quick succession. With half an hour to go to the competition I decided that we would not enter but try to get some time on the motor and also add a head gasket or two before the UK Nats. Matthew took the model back with him and reports that it arrived safe and sound, so fingers crossed. We did compete at the US Nats in other classes. Matthew flew for Dave McDonald in F2C and they made a

great team although it was obvious they could have done with a lot more practice. They did not make the semis but had a lot of fun nevertheless. I pitted for Julio Isidro in F2CN and we did make the final. We ran out of luck though because the fuel tubing Julio was using was not compatible with diesel fuel and swelled up causing it to kink and shut off fuel supply during the final...we came third. In Quickie Rat we put up a couple of good heats and although we improved our time by 20 seconds in the second, we did not make the finals. This racing class is the most popular it seems and is a lot of fun. It is quite vigorously controlled to try to give everyone an even chance and to limit top speed. As a result the competition is keen and the outcome wide open.

In speed Matthew flew F2A albeit we were using an old Mejlzik model and Irvine 15 combo that we used to use when teaching Matthew the finer points of this class. Nevertheless, I was quite encouraged by my abilities to read the weather and figure out the set up to improve Matthews speed over the three rounds. In the end, we were still slow at 265 km/h but apart from blowing heads we didn't damage anything and really enjoyed the competition. On the Wednesday (The Control Line US Nats runs from Monday to Saturday) it rained all day. Matthew and I decided to drive over to Dayton, Ohio to visit the US Airforce Museum. This is an amazing display containing a lot of unique military exhibits from a Wright Army Flyer to a B2 Spirit with everything in between. Matthew's favorite was, I think, the SR71 Blackbird. I must admit that it's a very

evocative aircraft.

On Thursday we flew sport jet, did about 142 mph but didn't place. The trick with these models is to fly them low and Matthew did a fine job of holding the model steady at two feet in gusty conditions. Friday is always reserves for the big guns D Speed and Open Jet.

Tom Brown flew for me since the AMA decided that Matthew couldn't fly Open Jet since he had not reached his 19th birthday and so remained a Senior in their eyes. Disappointing, since last year he set a record which was ratified by the AMA and I have his certificate on my Wall...! Anyway, Matthew was very good about it and we have vowed to go back next year when he will be 19 when we will try to set a regional record at least. In the event I came second at 192.6mph, beaten by Patrick Hempel who did 196 and change.

Going back to B team racers and/or Barton B's; the No.11 design is great for us because it fits neatly inside a full size hard suitcase. With the addition of judicious amounts of bubble wrap this then is a great way to transport a model by air. Regular hard suitcases are designed for the handling systems at modern airports and they really do protect the model well. Nowadays of course, the security folks often open and inspect baggage and this is another reason to use a regular suitcase, just leave it unlocked and fit a baggage strap.

Although I have yet to test it on an international flight I have used a custom made box on internal flights in the USA four times now with great success. I think the secret is to keep the box light. There is no point having a box that weighs 30 kg or more with great big labels saying "fragile". This just does not make sense to most of the folks faced with handling your box at

the airport, fragile things are light.

I built a box to carry two jet models because although the normal models will fit in a regular suitcase easily, I went and built two more, one with a two foot inboard wing and another with an eighteen inch inboard wing and of course neither of these will go in. I used three quarter inch pink foam insulating board, available everywhere over here in Texas in Builders and DIY stores. I made the top, bottom and sides out of this foam, laminated to plastic corrugated sheet (might be called Correx, it looks like heavy duty corrugated cardboard). I used contact adhesive to glue it all together and duct tape to form the hinge and to strengthen the edges. I used heavy duty clear packaging tape to fix two baggage straps around the box to act as a reliable closure system and finished it off with a rope handle. Inside I used the foam again to make as many full depth model locators that also give the box plenty of rigidity. I take the jet engines off the models before I pack the models in the box (they travel in cardboard tubes in my other suitcase with my clothes, the dolly and minimal tools). Size wise it is a little bit bigger than a regular suitcase, enough to ensure that it is always handled through the oversize baggage carousel along with the sets of golf clubs and fishing rod tubes. So far (touch wood) this box has been a great success.

I am looking forward to meeting up with everyone at the UK Nats, we will try to fly as many classes as we can but want to fly Vintage B/Barton B and Jet at least. I will be bringing two jet models over; I just hope I can start them in the normal Nats Weather..!

Dick



LEFT: My home built travel case.

BELOW: Nose art on an A26 Invader at the US Airforce Museum in Dayton, Ohio.



2005 VTRSIG COMPETITION CALENDAR

2005 Competition Calendar

DATE	CLUB	LOCATION	CLASSES
20-Mar	Oaks	Oakington	1/2 A, A, B and Barton B
20-Mar	Barton	Barton	Barton B
17-Apr	Oaks	Oakington	1/2 A, A, B and Barton B
14 & 15 May	Barton	Barton	1/2 A, A, B and Barton B
27-May	Oaks	Oakington	1/2 A, A, B and Barton B
19-Jun	Peterborough	Peterborough	VTR 2000 +?
26-Jun	South Bristol	Berkeley	1/2 A, A, B and Barton B
3-Jul	Rolls-Royce	Hucknall	1/2 A, A, B and Barton B
17-Jul	Three Kings	Croydon	1/2 A & A
24-Jul	Oaks	Oakington	1/2 A, A, B and Barton B
7-Aug	Barton	Barton	1/2 A, A, B and Barton B
28 & 29 Aug	BMFA Nationals	Barkston Heath	1/2 A, A, B and Barton B
25-Sep	Oaks	Oakington	1/2 A, A, B and Barton B



VSTIG LEAGUE 2005 SECOND REPORT

Pilot	Pitman	Total 1/2A	Total A	Total B	Overall Total	Oakington 17th April			Barton 14/15th May			South Bristol 26th June			Hucknall 3rd July		
						1/2A	A	B	1/2A	A	B	1/2A	A	B	1/2A	A	B
Toogood	Ward	19	24	25	68	4	4	5	4	10	6	6	8	9	5	2	5
Bainbridge	Orchard	7	17	14	38	2	2	3	3	5	1	2	7	8	0	3	2
Green	Long	9	10	16	35	3	3	4	2	3	8	4	5	6	4	4	4
Flack	Springham	5	7	5	17		1	1			4						
Smith	Bollen	5	7	0	12				5	7							
Isidro	Ridley	0	4	7	11							4	7				
Ross	Yeldham	0	9	0	9					9							
Perriam	Darke	0	3	6	9							3	6				
Fitzgerald	Court	0	8	0	8					8							
Andrews	Taylor	0	6	1	7							5			1	1	1
Ross	Court	0	0	7	7					7							
Broadhead	Langworth	0	6	0	6					6							
Andrews	Mealing	6	0	0	6							3			3		
Fitzgerald	Taylor	0	0	5	5						5						
Leeman	Pickles	2	0	3	5										2		3
Barker	Taylor	0	4	0	4					4							
Rabjohn	Perriam	0	2	2	4			2				0	2				
Leeman	Blades	4	0	0	4							4					
Bailey	Pickles	0	0	3	3						3						
May	Mealing	0	1	2	3						0	2	1				
Simon	Winstanley	1	0	0	1				1	0							
May	Blades	0	0	0	0												
Yeldham	Bollen	0	0	0	0			0									
Leeman	Cooper	0	0	0	0												

MINI GOODYEAR

Only the views of a past, 'quite successful' MGY participant and now worried spectator.

I seem to remember writing on the subject of Mini GoodYear and the safety of our precious pitmen and again we have a near miss. Pitmen do the daftest things in the heat of a race and push their pilots to the limit. On grass good piloting makes safe pitting, as the pitman has no need to enter the forbidden inner sanctum of the flying circle. The time lost when a model is 'dumped' short is the difference of winning and losing in today's competitive MGY racing. Grass surface in no-way helps a pilot when the motor cuts at the 'wrong time' leaving no alternative but to whip the model. Excessive whipping (pilot in front of the model) results in a drastic shortening of the lines and inevitably the model lands inside the flying circle. The pitman with no consideration to his own safety reaches to collect the model and this is when he is at his most venerable and accidents occur, and at the very least damage other competitor's models, finishing their opponent's race - this is unforgivable.

I believe our grass-flying sites are the main culprit and know this is why the particular event is so popular, however I know of no disqualification for pitmen entering the flying circle. In other disciplines this is an instant DQ. Would it not be sensible to make our MGY models dual purpose with a bolt on wheel to enable the event to be run on hard surface and see if this improves piloting and safety? Failing this perhaps definite, clear circle marking, strict policing by the Contest Director and perhaps this fabulous, competitive event might just - become that bit safer?

Anonymous

BARTON BASH RESULTS-MAY 14-15, 2005*TARMAC CIRCLE RACING***VINTAGE '1/2A' TEAM RACING** (5 entries)

CD: Dave Rudd

Pos	Team	Heat 1	Heat 2	Final
1.	Smith/Bollen	4.15.1	4.26.3	9.32.1
2.	Toogood/Ward	4.31.0	83 laps	9.50.6
3.	Bainbridge/Orchard	4.30.0	34 laps	10.59.1
4.	Green/Long	4.55.3	5.02.3	
5.	Simon/Winstanley	7.03.8	5.26.5	

VINTAGE 'A' TEAM RACING (11 entries)

CD: Dave Rudd

Pos	Team	Heat 1	Heat 2	Final
1.	Toogood/Ward	3.25.1	3.34.0	7.30.6
2.	Ross/Yeldham	Disq	3.47.2	7.37.4
3.	Fitzgerald/Court	3.47.5	4.00.2	8.04.5
4.	Smith/Bollen	4.01.2	3.49.9	
5.	Langw'th/Broadh'd	3.58.4	4.26.5	
6.	Bainbridge/Orchard	4.56.0	4.03.9	
7.	Barker/Taylor	4.32.8	4.28.4	
8.	Green/Long	Disq	69 laps	
9.	Simon/Winstanley	Retd		
10.	May/Mealing	Retd		
11.	Flack/Springham	Retd		

VINTAGE 'B' TEAM RACING (8 entries)

CD: Dave Rudd

Pos	Team	Heat 1	Heat 2	Final
1.	Green/Long	3.21.4	Retd	7.05.3
2.	Ross/Millar/Court	3.37.3	3.36.0	7.10.1
3.	Toogood/Ward/Toogd	3.36.7	3.21.9	7.21.0
4.	Fitzgerald/Taylor	3.48.2	74 laps	
5.	Bainbridge/Orchard	4.07.2	42 laps	
6.	Flack/Springham	4.33.2	4.28.1	
7.	Bailey/Pickles	Retd	5.01.6	
8.	May/Mealing	7.05.2	12 laps	

'BARTON B' TEAM RACING (11 entries)

CD: Dave Rudd

Pos	Team	Heat 1	Heat 2	Final
1.	Toogood/Ward/Toogd	3.24.0	DNF	7.06.3
2.	Barker/North/Moor	3.40.6	3.41.3	7.57.1
3.	Smith/Yeldham	3.47.1	3.33.7	8.57.2
4.	Bailey/Pickles	62 laps	3.48.8	
5.	Green/Long	4.09.1	3.59.2	
6.	Fitzgerald/Taylor	4.33.6	4.00.4	
7.	Ross/Tennent/Lloyd	5.14.4	4.06.4	
8.	Langworth/Broadhead	4.37.0	4.19.5	
9.	Walker/Peart	Retd	DNF	
10.	May/Mealing	Scratch	-	

BRITISH GOODYEAR RACING (5 entries)

CD: Dave Rudd

Pos	Team	Heat 1	Heat 2	Final
1.	Daglish/Worgan	4.28.2	4.29.6	9.07.7
2.	Barker/North	4.48.9	4.39.5	9.27.9
3.	Ross/Court	4.51.6	4.48.8	9.58.9
4.	Fry/Winstanley	6.45.7	35 laps	
5.	Eyre/Bellamy	Disq	7.26.4	
	Alexander/Millar	Scratch	-	

BARTON BASH RESULTS (CONTINUED)

BRITISH GOODYEAR RACING (5 entries)

CD: Dave Rudd

Pos	Team	Heat 1	Heat 2	Final
1.	Daglish/Worgan	4.28.2	4.29.6	9.07.7
2.	Barker/North	4.48.9	4.39.5	9.27.9
3.	Ross/Court	4.51.6	4.48.8	9.58.9
4.	Fry/Winstanley	6.45.7	35 laps	
5.	Eyre/Bellamy	Disq	7.26.4	

F2C - Nationale TEAM RACING

CD: Dave Rudd

Pos	Team	Heat 1	Heat 2
1.	Barker/North	4.15.9	-
2.	Daglish/Worgan	Retd	

Grass Circle Racing and Speed

MINI-GOODYEAR RACING

Pos	Team	Time
1.	Broadhead/Langworth	9.48.8
2.	Daglish/Morrell	171 laps - Retired
3.	Eyre/Bellamy	138 laps - Disqualified

PHANTOM RACING

Pos	Team	Time
1.	Daglish/Lever	7.16.1
2.	Morrell/Waterland	7.39.2
3.	Fry/Winstanley	40 laps - Retired

CLUB SPEED

Pos	Pilot/Team	Speed
1.	Morrissey	94.35 mph
2.	Morrell/Daglish	93.14 mph
3.	Long	87.44 mph

Aerobatic Circles

VINTAGE & PEACEMAKER STUNT

VINTAGE			PEACEMAKER		
Pos	Pilot	Points	Pos	Pilot	Points
1.	G. Tennent	525	1.	B. Waterland	485
2.	J. Allcock	508	2.	J. Allcock	482
3.	G. Stevenson	460	3.	G. Church	465
4.	E. Hawthorn	458	4.	D. Underwood	436
5.	T. Lloyd	456	5.	N. Stewart	416
6.	J. Major	373	6.	G. Stevenson	416
7.	D. Saul	337	7.	B. Lever	407
8.	T. Hughes	Scr	8.	D. Goddard	291
9.	D. Underwood	Scr	9.	K. Powell	230
				T. Hughes	Scr

NOVICE STUNT

NOVICE STUNT

Pos	Pilot	Points
1.	Ron Newbury	69
2.	Bob Phillips	50
3.	John Phillips	46
4.	Terry Baker	46

OAKINGTON RACE REPORT—APRIL 17, 2005

VINTAGE 1/2A, A, B and BARTON B + VINTAGE SPEED

For those who decided the forecast for Sunday 17th April was not good – they got it completely and emphatically wrong. The only area of the whole country to be bathed in glorious sunshine from morning till dusk was the southeast – Oakington being pretty well the centre. From arrival on this permanent hard surface site till after 6.00pm the sun shined continuously. A light breeze, initially, freshening up towards the end of the day, brought out the sunglasses and the drinks.

Teams from around the country were represented, as there was also a Vintage speed event on this premier site.

In the Vintage Team Race arena there were four classes of racing competed for 1/2A, A, B and Barton B to the Barton rules.

Close, fast and tight exciting racing was the order of the day and some extremely fast times were recorded. Several new models were raced for the first time in anger and well tested; Barton B's were raced – hard and furiously.

No incidents of any note and only one D.Q for completing too many laps on the glide were necessary for a well-run event. Officials for the day being - Dave Finch – C.D, Terry McDonald, - assistant and myself – fulltime, timekeeper. Racing commenced at 11.30am and as some teams had not tested their new equipment only 3-4 teams made it to the start. Notable absentees were teams from the North and the father son team Haywood's, Martin working in Dubai for a short-term contract.

CLASS	HEAT	TEAM	MODEL	ENGINE	TIME
VINTAGE 1/2 A	1	Toogood / Ward	Little Star	PAW 1.49 TBR	4.24.1
	1	Green / Long	Panko Baby	E.D. Fury hybrid	4.31.5
	2	Bainbridge / Orchard	Hornet	PAW 1.49 TBR	4.58
	2	Yeldham / Bollen	PAW Print	Frog Viper	6 laps retired
	2	Toogood / Ward	J.R.'s 6.5	PAW 1.49 TBR	D.Q.
	Final	Toogood / Ward (1st)			9.13.8
	Final	Green / Long (2nd)			9.58.0
	Final	Bainbridge / Orchard (3rd)			10.25.6
VINTAGE A	1	Toogood / Ward	D'Dumpling	Ward Tiger	3.41.5
	1	Green / Long	VooDoo	Ed Racer Hybrid	4.31.2
	Final	Toogood / Ward (1st)			7.15.0
	Final	Green / Long (2nd)			7.45.6
	Final	Bainbridge / Orchard (3rd)			8.11.0
VINTAGE B	1	Toogood / Ward	No. 13	Merco 29	3.17.3
	1	Green / Long	D'Dice	Enya 29	57 laps retired
	1	Rabjohn / Perriman	Able Mable	Enya 29	4.38
	2	Flack / Springham		Enya 29	4.50.5
	2	Bainbridge / Orchard	D'Dice	Enya 29	4.33.5
	2	Rabjohn / Perriman	Able Mable	Enya 29	54 laps retired
	3	Bainbridge / Orchard	D'Dice	Enya 29	5.10.7
	3	Green / Long	Jack O Diamonds		3.27.6
	3	Flack / Springham		Enya 29	5
	Final	Toogood / Ward / Toogood (1st)			6.33.1
	Final	Green / Long (2nd)			7.20.3
	Final	Bainbridge / Orchard / Delgado (3rd)			87 laps retired
	Barton B	1	Bainbridge / Yeldham / Bollen		
1		Toogood / Ward / Toogood			59 laps retired
Final		Bainbridge / Yeldham / Bollen (1st)			7.54.7
Final		Flack / Springham (2nd)			9.21.8
Final		Green / Long (3rd)			9.37.9

SOUTH BRISTOL MAC TEAM RACE GALA – JUNE 26, 2005

The South Bristol Gala was held as usual on the grass circles of the Berkeley Sports and Social Club. This year the event was team race only due to the lack of enthusiasm of Combat fliers visiting the wilds of the west. Dave Finch acted as Contest Director, ably assisted by Roger Reese and Terry MacDonald. Thanks guys, we couldn't manage without you. This year Mini Goodyear was dropped and its place taken by Oliver Rat. Oliver Rat is based upon the Dave Clarkson A Rat design with propulsion provided by any Oliver Tiger, real or replica. It is an event that South Bristol has run through the winter, giving close racing and ably coping with the ground conditions that are Berkeley in the winter, mud. Six teams entered this class, all from the club.

The traditional Vintage T/R classes were well supported, with entries from Portugal, Oakington, Watford and the Midlands, as well as a full contingent from the club. Our thanks go to all who travelled to the event.

½ A mustered 6 entries with the final going to Toogood/Ward closely followed by Flack Springham. Local interest was provided by Pat Leeman flying for Steve Blades who took third place in the final. Andrews/Mealing managed 4th place with their Pawprint which at last was starting to perform but was slowed by 4 pitstops instead of the expected one.

Class A, once the class of mayhem, passed off without incident, sub 4minute times required to make the final, as usual. Andrews/Taylor showed more pace than normal missing a place in the final by 3 seconds. The rest of the local teams were sadly off the pace.

Class B took on the crashers mantle when the second round saw three South Bristol teams come down on the same line tangle. Andrews/Taylor were lucky to escape damage whilst Phil Darke's Wrangler was totally destroyed and the venerable Chowhound suffered minor damage. The final completed a clean sweep for Toogood/Ward.

Barton B attracted 5 entries and resulted in yet another win for Toogood/Ward, followed home by the Bristol teams of Leeman/Blades and Andrews/Taylor.

The final event of the day was Oliver Rat. The least said is the better as the crash mayhem continued amongst the Bristol teams with only Andrews/Taylor completing the race distance.

SOUTH BRISTOL MAC TEAM RACE GALA (CONTINUED)**Vintage ½ A Round 1**

Pilot	Mechanic	Time
Andrews	Mealing	51laps
Toogood	Ward	4:13.5
Rabjohn	Perriam	Retired
Bainbridge	Orchard	6:00.0
Leeman	Blades	6:38.7
Flack	Springham	4:28.1

Vintage ½ A Round 2

Pilot	Mechanic	Time
Rabjohn	Perriam	Retired
Toogood	Ward	No Time
Flack	Springham	4:40.8
Bainbridge	Orchard	6:40.5
Andrews	Mealing	5:41.3
Leeman	Blades	5:22.1

Vintage ½ A Final

Pilot	Mechanic	Time
Toogood	Ward	9:24.9
Flack	Springham	9:48.3
Leeman	Blades	11:44.1

SOUTH BRISTOL MAC TEAM RACE GALA (CONTINUED)**Vintage A Round 1**

Pilot	Mechanic	Time
Flack	Springham	4:15.3
May	Mealing	45laps
Perriam	Darke	78laps
Toogood	Ward	3:42.3
Rabjohn	Perriam	5:39.2
Andrews	Taylor	4:31.5

Vintage A Round 2

Pilot	Mechanic	Time
Toogood	Ward	3:32.0
Bainbridge	Orchard	Retired
Flack	Springham	3:53.1
May	Mealing	Retired
Isidro	Ridley	6:54.5
Perriam	Darke	5:35.1
Bainbridge	Orchard	3:40.7
Isidro	Ridley	4:31.3
Andrews	Taylor	3:56.1
Rabjohn	Perriam	5:43.9

Vintage A Final

Pilot	Mechanic	Time
Toogood	Ward	7:17.1
Bainbridge	Orchard	7:43.0
Flack	Springham	8:11.1

SOUTH BRISTOL MAC TEAM RACE GALA (CONTINUED)**Vintage B Round 1**

Pilot	Mechanic	Time
Flack	Springham	Retired
Andrews	Taylor/Mealing	37laps
Leeman	Cooper	Retired
Isidro	Ridley/Gibbs	3:50.7
Perriam	Darke	5:03.0
Toogood	Ward	3:28.4
Rabjohn	Perriam	DNF
Bainbridge	Orchard	46laps
May	Blades/Evans	5:40.5

Vintage B Round 2

Pilot	Mechanic	Time
Isidro	Ridley/Gibbs	DNF
Toogood	Ward	3:54.8
Andrews	Taylor/Mealing	Crash
Rabjohn	Perriam/Darke	Crash
May	Blades/Evans	Crash
Bainbridge	Orchard	3:50.0

Vintage B Final

Pilot	Mechanic	Time
Toogood	Ward	6:51.8
Bainbridge	Orchard	6:56.0
Isidro	Ridley/Gibbs	42laps

SOUTH BRISTOL MAC TEAM RACE GALA (CONTINUED)

Barton B

Pilot	Mechanic	Time
Toogood	Ward	7:31.9
Leeman	Blades	7:53.9
Andrews	Taylor	11:33.4
Perriam	Rabjohn	35laps
Isidro	Ridley	DNF

Oliver Rat

Pilot	Mechanic	Time
Andrews	Taylor	6:25.9
May	Mealing	99laps
Leeman	Blades	Crashed
Perriam	Darke	Crashed
Ford	Ford	Crashed

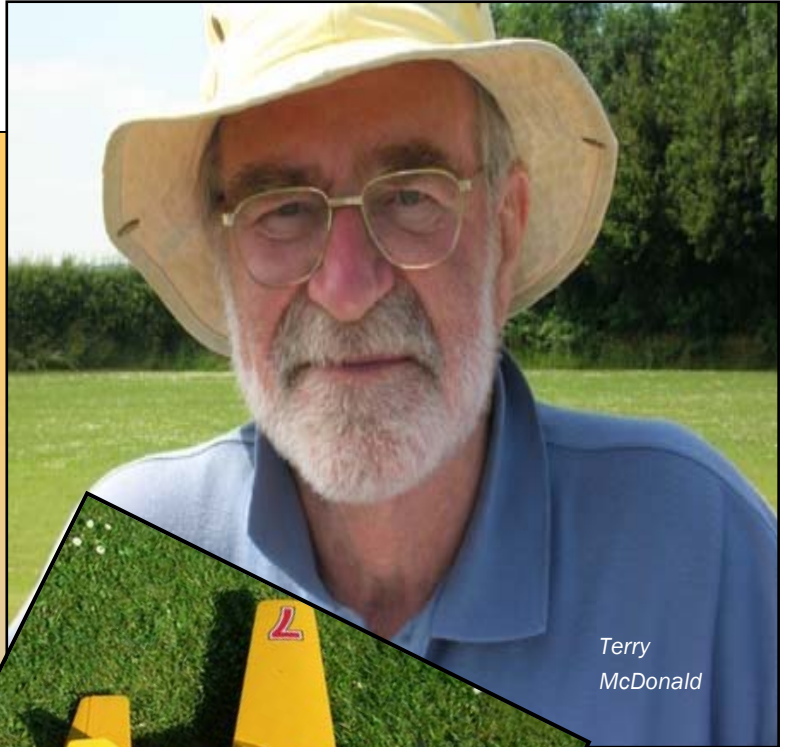


Julio Isidro



Stuart Robinson

SOUTH BRISTOL MAC TEAM RACE GALA PICTURES

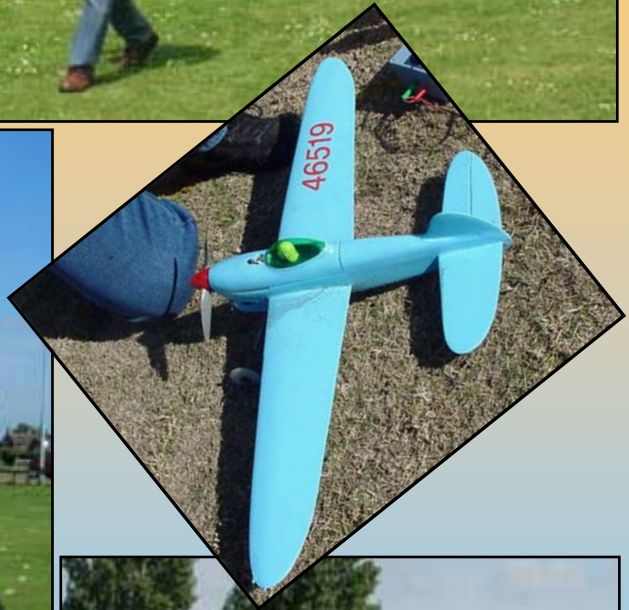


Terry
McDonald





Tony Toogood (L) and Dennis Ward (R)



-----Original Message-----

From: DENNIS WARD [mailto:teamward@hotmail.com]

Sent: Monday, July 04, 2005 4:05 PM

To: Hart, Dick

Subject: hucknal comp

hello richard

just to let you know that hucknal comp went down ok except for not so many entries as hoped. this may be the last year we run this one as the radio club who own the runway are not keen on controliners, but we will see as it will be a great shame .anyway on to the finances ,as you know the VTRSIG agreed to help so i had £56 from the yearly subs when i deducted the cost of the room for the agm, i collected £53 for entries ,and spent £80.36 on prizes which i have receipts for, if you want me to forward the receipts will or are you coming over to the nats regards dennis

HUCKNALL - JULY 3, 2005

The regular **vintage team racers** turned out for possibly, the last meeting at this beautiful rural site. The Rolls Royce Club who's permission has granted the yearly use of the runway, I understand, are predominantly Radio Control biased and as such have no allegiance to the Control Line fraternity. We must now rely on our fellow Control Liners Terry McDonald and Colin Monk to negotiate for the continued use of the Hucknall venue.

Racing began at 11.00 am on a warm sunny day, only a quick breeze down the runway, which was to affect only the 1/2A models. A full programme of four events was expected.

Segment choice was made difficult by some gusty wind, but every one got away ok except for three incidents in 1/2A where models had difficulty avoiding each other. The first was a 'flying incident' when two models momentarily touched each other and entangled themselves at take off. Initial slow speed meant that both models were not damaged and following a once over check and pull test the heat was restarted.

The second incident occurred when Tony Toogood's model whilst overtaking clipped the inboard wing of Tim Andrews model removing at least 75%. Amazingly the model continued to fly but CD Dave Finch deemed the model unsafe and stopped the team from racing.

Finally a rather abrupt last stop fractured the outboard wing of Dennis Ward's model and it flew home to an easy win with "asymmetric, exaggerated dihedral" and a most awkward flying angle. (*Oh for a camera!*) . Class A our premier event went to form with Toogood / Ward with an obvious speed advantage. Interestingly the victory for this consistent team was thrown away when well in front, Dennis Ward thought he had completed the final distance at 150 laps – 20 laps short.

Class B confirmed the dominance that Toogood / Ward has in this class with a 'stomping' run finishing the ten miles in 6min 54secs.

Barton B with its easy starting and close racing provided an excellent finale to a wonderful days racing

In summing up close racing and slick pitting was a joy to watch, making a great day of competitive racing. Sadly too few spectators or 'would be' new team racers were not here to witness the best teams in the UK (including modern classes).

At the end of the day with the sun going down the winners collected bottles of wine (good choice Dennis) for their endeavours and a colourful certificate to remind them of the day.

HUCKNALL (CONTINUED)

Thanks must go to Contest Director—Dave Finch, the Co-opted Timekeepers and the Rolls Royce Model Flying Club.

CLASS A	ROUND 1	HEAT 1	85 LAPS
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TEAM	TIME	WARNINGS
BAINBRIDGE / ORCHARD	4-31-0	
ANDREWS / TAYLOR	4-13-0	

CLASS A	ROUND 1	HEAT 2	85 LAPS
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TEAM	TIME	WARNINGS
TOOGOOD / WARD	3-28-8	
GREEN / LONG	3-46-4	

CLASS A	ROUND 2	HEAT 1	85 LAPS
---------	---------	--------	---------

TEAM	TIME	WARNINGS
ANDREWS / TAYLOR	4-44-7	+
TOOGOOD / WARD	3-32-3	

CLASS A	ROUND 2	HEAT 2	85 LAPS
---------	---------	--------	---------

TEAM	TIME	WARNINGS
BAINBRIDGE / ORCHARD	3-56-6	++
GREEN / LONG	3-57-1	++

CLASS A	FINAL	170 LAPS
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TEAM	TIME	PLACINGS
GREEN / LONG	8-21-6	FIRST
BAINBRIDGE / ORCHARD	9-05-8	SECOND
TOOGOOD / WARD	150 LAPS	THIRD

HUCKNALL (CONTINUED)

CLASS 1/2A	ROUND 1	HEAT 1	100 LAPS
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TEAM	TIME	WARNINGS
LEEMAN / PICKLES	RETIRED 76 LAPS	
TOOGOOD / WARD	4-35-7	

CLASS 1/2A	ROUND 1	HEAT 2	100 LAPS
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TEAM	TIME	WARNINGS
ANDREWS / MEALING	5-22-2	
GREEN / LONG	RETIRED 4 LAPS	
BAINBRIDGE / ORCHARD	WITHDRAWN	

CLASS 1/2A	ROUND 2	HEAT 1	100 LAPS
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TEAM	TIME	WARNINGS
LEEMAN / PICKLES	RETIRED 49 LAPS	
BAINBRIDGE / ORCHARD	COLLISION DAMAGE RETIRED	
TOOGOOD / WARD	4-16-0	

CLASS 1/2A	FINAL	200 LAPS
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TEAM	TIME	PLACINGS
TOOGOOD / WARD	9-03-8	FIRST
GREEN / LONG	9-46-0	SECOND
ANDREWS / MEALING	RETIRED 73 LAPS	THIRD

HUCKNALL (CONTINUED)

CLASS B ROUND 1 HEAT I 75 LAPS

TEAM	TIME	WARNINGS
LEEMAN / PICKLES / LONG	4-07-0	
TOOGOOD / WARD	3-25-6	

CLASS B ROUND 1 HEAT 2 75 LAPS

TEAM	TIME	PLACINGS
ANDREWS / TAYLOR	RETIRED 35 LAPS	
GREEN / LONG	3-35-3	
BAINBRIDGE / ORCHARD / DELGARDO	4-13-8	

CLASS B ROUND 2 HEAT I 75 LAPS

TEAM	TIME	WARNINGS
LEEMAN / PICKLES	3-52-5	
ANDREWS / TAYLOR	RETIRED 26 LAPS	
BAINBRIDGE / ORCHARD / DELGARDO	4-38-5	+

CLASS B FINAL 150 LAPS

TEAM	TIME	PLACINGS
TOOGOOD / WARD	6-54-0	FIRST
GREEN / LONG	9-21-7	SECOND
LEEMAN / PICKLES	RETIRED 102 LAPS	THIRD

HUCKNALL (CONTINUED)

BARTON B	ROUND 1	HEAT 1	75 LAPS
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TEAM	TIME	WARNINGS
LEEMAN / PICKLES	4-31	
ANDREWS / TAYLOR	4-29	

BARTON B	ROUND 1	HEAT 2	75 LAPS
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TEAM	TIME	WARNINGS
TOOGOOD / WARD	3-31	
GREEN / LONG	4-08	

BARTON B	FINAL	150 LAPS
----------	-------	----------

TEAM	TIME	PLACINGS
TOOGOOD / WARD	7-51-2	FIRST
ANDREWS / TAYLOR	8-20-7	SECOND
GREEN / LONG	8-29-0	THIRD

AUSSIE NATS 2005**VINTAGE A & CLASSIC B AT THE RICHMOND NATS**

VINTAGE A was first away on Super Saturday at the Richmond Nationals.

18 teams lined up in both A & B grades to contest an event well known for its 'serious fun'. Weather was quite reasonable early, but the wind was picking up as the day progressed. The ground was deceptive. The grass was dry, cut close and looked smooth enough. However, just about every pilot managed a tumble at some stage or another. And that was to be crucial in determining who crossed the line first in the final.

The shock of the day was the withdrawal of Steve Rothwell and Dave Hines who managed to break a rod in practice. All Steve's R250 motors had been passed on to others so he didn't even have a spare! Reminds me of the story of the boot maker's son who never have a decent pair of shoes... because the boot maker was always too busy working on other people's shoes. We would have offered Steve a spare Gillott, but the possibility of the headline 'Rothwell wins with Gillott' would have been just too confusing!

Found out at the Nats that Steve is making an Oliver Cub replica later in the year. That motor will be great for Vintage 1/2A and possibly even for a new class of Mini Goodyear to replace the aging Pylon Specials and bring some rotational sanity back to the event! It would also encourage interstate teams to have a crack at the Victorian dominated M/G.Y. class.

Grant Potter & Brian Hoggan's Dimpled Dumpling with R250 was as hot as a Playboy centrefold! With airspeed to burn, it was clearly the fastest Vintage A model at the meet. Pity Mark McDermott's super quick Gillott racer couldn't be there. It would have been a real speed fest. Grant and Brian's best ever second round heat time of 3.11.6 was simply stunning. It was definitely no fluke as they did a 3.11.81 at the Hunter Valley Champs.

A sub 3.10 heat is certainly on the cards! Who's going to be first? Speaking of sub tens, the world F2C record was Roland Surugue's 3.09, but that was reduced a couple of weeks ago to 3.04.3 by Kramarenko/ Chayka.

Charlie Stone arrived with his wife Chris and large German Shepherd. Unfortunately, the many time WA State Champs Vintage A winner didn't pack his racers. Reckons the dog would have eaten them on the way. The brief stop was part of a long drive all the way from WA to Qld and back to attend their helicopter pilot son's wedding. So Charlie helped with timekeeping and took time to meet and chinwag with lots of modellers who were previously just pictures and names in ACLN.

While on the wonderful west, reigning Busselton Nats winners Graeme Wilson & Mark Ellins were full of promise with their long awaited R250.

The first heat of 3.24.2 was the fastest heat ever for this super experienced team. Shows what having the right motor can do. Their second heat looked as if it may be faster, but a landing mishap put paid to their chances of beating the 3.23 cutoff time for the final. So they missed out by 1.2 seconds.

The 3.23.0 belonged to Peter Camps and engine guru Stan Pilgrim. The familiar white and pink Voodoo 1 was right on the pace. The second round however was to prove a disaster, with their reserve model running into the rear of Peter Van Meurs Alien in mid flight, totalling both racers. Pilot Murray Wilson's eyes bulged like young grapefruits....despite his combat experience, he certainly looked shocked as the two models hit the deck as though they had brick parachutes!

It was an unfortunate end for the venerable Alien. Since winning the Waikerie Nats back in '92, this model has competed in just about every Nats and Victorian State Champs since then. Peter says it was probably time to build a new model anyway... Gavin Knight and Ray Harvey were off the pace from previous meets and this was reflected in slower times than usual, with a best of 3.44.8. Generously, and probably just for once, they gave some other teams a real chance of making the final three.

AUSSIE NATS 2005 (CONTINUED)

Andy Kerr and Richard Justic were also not as quick as expected. Laps and airspeed were strangely elusive and reflected in their best time of 3.37.8. Don't write 'em off yet... They'll be back with a vengeance next meet!

Andy's got more tricks up his sleeve than a Las Vegas magician.

Harry Bailey and Jim Ray teamed up for a tilt at the title. Practice form was good, but at the end of the day, it was the special Oliver Tiger engines from NSW that gave other teams the edge. When Jim gets his ordered R250, he'll be as happy as a pig in you know what.

John Hallowell and Keith Baddock were pinning their hopes on the R250 Voodoo 5. The Gillott special had been relegated to a spare. The decision was justified with a posted time of 3.22.7 and second choice for the final.

Graeme Patterson and Wayne Wilson enjoyed the competition. Graeme is always smiling and looks as happy as a possum up a gum tree. They worked hard to record a best time of 3.53.6.

Time for the final. A lone Victorian team against two of NSW's best. A tough job, but someone had to raise their hand. At Contest Director Andrew Heath's call to go, all were quickly away. Potter/Hoggan established a commanding early lead with an airspeed advantage and 61 laps on the first tank. It looked like this team was home and hosed with a two stopper.

Stan and Peter had less than perfect stops and lost valuable time. Every second is precious in a final like this. John was bringing the model in on a long glide to avoid any mishaps and Keith had a very simple technique of winding the prop over very quickly 3 times and then giving one hard flick. It worked every time.

Meanwhile, Grant and Brian's race plans were fast going out the window. A sudden loss of laps meant they were now going to have three stops. And to make matters worse, there was a tumble on landing and the motor was now going off tune. Brian thinks the R250 was still too new to be pushed as hard as it was. The red Voodoo 5 of John and Keith was clearly catching up to the Dimpled Dumpling! And when the 180 laps were up and the watches stopped, the Vics had won by a mere 6/10th of a second! R250's were 1st and 2nd. Peter and Stan made 3rd, but it's just a matter of time before these two take home the trophy. Great team racing. Great fun. Particularly for the winners...

Results of Vintage A at the 58th Nationals.

1. Hallowell / Baddock	3.44.7	3.22.7	7.03.6
2. Potter / Hoggan	3.38.1	3.11.6	7.04.2
3. Camps / Pilgrim	3.23.0	DQ	7.19.3
4. Wilson / Ellins	3.24.2	3.32.5	
5. Justic / Kerr	3.45.5	3.37.8	
6. Knight / Harvey	3.46.5	3.44.8	
7. Bailey / Ray	3.48.3	4.11.3	
8. Patterson / Wilson	4.49.1	3.56.6	
9. Wilson / Van Meurs	4.25.2	19 laps	

The race confirmed what most aeromodellers already know. The R250 represents the future of Vintage A in this country and probably the world. Pardon the pun, but when more engines start circulating, and the playing (read flying) field is even more level, then lots more teams will become involved in Vintage A team racing.

Right now, Andy Kerr's brainchild, **VINTAGE A 'B Grade'** is going ahead in leaps and bounds. Not one team broke 4 minutes in 14 timed heats, which is about the standard the event was intended to be. With two 4.01's though, a couple of teams got mighty close!

The final was hotly contested with a big crowd yelling encouragement. It was amazing how all models would repeatedly come down at the same time and then take off at the same time! It certainly kept pilots and mechanics on their toes and provided spectators with extra excitement. Ray Bucholz and Rod Smith from Queensland came home first, just ahead of Matthew Little and John Nolan. Trevor Letchford and Dave Nolan were third. To the victors, the spoils.

AUSSIE NATS 2005 (CONTINUED)

Results of Vintage A 'B' Grade at the 58th Nationals.

1. Bucholz / Smith	4.17.7	4.01.4	8.48.7
2. Littley / Nolan	4.15.1	4.01.9	9.02.2
3. Letchford / Nolan	4.23.6	4.08.1	9.21.0
4. Rogers / Harvey	4.31.5	4.13.4	
5. Sherburn / Dyson	4.26.7	4.15.4	
6. Gapps / Brodie	4.29.4	4.37.6	
7. Blake / Gray	6.15.9	62 laps	
8. Ardill / Fairall	DNS	DNS	



CLASSIC B was the next event. The breeze had picked up a bit, but not enough to worry the bigger, more powerful models. Saturday's wind was a forerunner to the big blow that was to cancel all events on Monday. Just seven teams lined up, with work commitments causing others to withdraw. Among them, Lance Smith and pilot Murray Wilson. Lance had worked hard to be competitive for the Nats and would have certainly been a big chance to make the final three.

At the risk of sounding like a broken record, work issues also stopped Mark McDermott rocking up with his super fast racers that are reported to circulate in the low 15's for 7 laps. So Ray Bucholz and Rod Smith flew the flag for Qld but could only manage a best time of 3.57 for the 70 laps.

Harry Bailey again teamed with Jim Ray. The experienced Victorians were looking the goods in practice with speed and range. They used the State Champs winning Crescendo and the Backtrack, but couldn't find the magic formula for starts, so they had to be content with a 3.29 which is about 23 seconds away from Jim's best times.

Greg Ardill and Ray Fairall had an interesting set up. A Norvel .25 in a blue Crescendo. Certainly showed some potential. This motor may be the one to put the wind up the more common OS 25's in the near future. The Norvel features Revlite ceramic cylinder / piston technology and makes bold claims for power and fuel economy. Norvel is an enterprise jointly owned by Americans and Russians.

Flying the flag for Western Australia were Mark Sherburn and Adrian Dyson with a best time of 3.46. There are quite a few hot 'B' racers over there. We certainly missed sandgroper regulars Hans Bertina and Ian Thompson who arrived too late to fly in Classic. Hans has promised to be there with a new model in South Australia next year. Rob Fry, Alasdair Taylor and the Lekny's, Colin & Ryan are just some of the others who will surely be very competitive come the South Oz Nats after Easter in 2006. Who knows, even Charlie and Norm could be tempted to come!

The new Rocket campaigned by John Hallowell and Keith Baddock was going well, recording a 3.15 heat. The triple Nats winning Flying Purple People Eater was flown in round 2 and also posted a 3.15. These were the two FTD's.

Just a few laps behind were Graeme Wilson and Mark Ellins on 3.21. They were certainly consistent with smart landings and restarts, but outright speed is something the Double Dice didn't have. Gavin Knight and Ray Harvey were having fuel troubles and two heats of over 5 minutes did not do this talented team justice.

The original Rocket that made the final at the first Albury Nats has been beautifully refurbished by Brian Burke. It is again a potential weapon, now being wielded by the hands of Ray Bucholz and Rod Smith. Unfortunately the engine starts weren't as quick as they should have been and a couple of slow heat times resulted.

Time for the final. All were away together with the Rocket having the best airspeed, continually overtaking the Double Dice and Backtrack. Keith was ably assisted by John Nolan on battery and stops were almost a blur. As expected, Graeme and Mark & Murray were doing the same. Just a fill and a flick to be in the air again. Jim was having a few probs getting his usual fast restarts, so the team was falling behind. John and Keith's race went according to plan, and the Rocket had a comfortable 22 second win in 6.22.

AUSSIE NATS 2005 (CONTINUED)**Results of Classic B at the 58th Nats at Richmond.**

1. Hallowell / Baddock	3.15.0	3.15.8	6.22.0
2. Wilson / Ellins	3.21.9	DNS	6.42.0
3. Bailey / Ray	6.01.8	3.29.9	7.01.4
4. Sherburn / Dyson	4.19.9	3.46.7	
5. Bucholz / Smith	4.30.6	3.57.0	
6. Ardill / Fairall	4.21.0	1 lap	
7. Knight / Harvey	5.26.1	5.03.6	



TOP RIGHT: Jim Ray (left) with CS powered Voodoo 5 & Australia C/L newsletter Editor, Harry Bailey.

CENTRE GROUP: Classic B finalist include Mark Ellins holding 2nd placed Double Dice. Mark won F2C at '04 US Nats with Rob Fitzgerald in new record time. (L to R) Jim Ray, Harry Bailey, Keith Baddock, John Hallowell, Graeme Wilson, and Mark Ellins.

BOTTOM RIGHT: Jim Ray's blue Crescendo with OS LA 25.

AUSSIE NATS 2005 (CONTINUED)



TOP LEFT: Hard work for the pilot! John Hallowell and Keith Baddock with R250 powered Voodoo 5.

TOP RIGHT: One of Australia's top teams, Peter Camps (left) and 'engine guru' Stan Pilgrim with Voodoo 1 and original Oliver.

BOTTOM RIGHT: Ray Bucholz and Rod Smith from Queensland. Won Vintage A 'B' grade final. *BOTTOM LEFT:* Harry Bailey's gold Backtrack with OS FP 25.

-----Original Message-----

From: Duncan Bainbridge [<mailto:duncan.bainbridge@easynet.co.uk>]

Sent: Thursday, July 28, 2005 6:40 PM

To: duncan.bainbridge@austinsmithlord.com

Subject: Bomb happy or yet another new urban myth

Apologies if you have seen this already and by the way I am not trying to perpetuate urban myths, just personally amazed that the current situation can permeate down to us so quickly!!

I thought all of us would be interested in this from Via the NZ CL Forum and the Delphi cl speed forum:

911 call, "There's a man flying a missile in the parking lot"!! Police responded to the call of a Cuban man who was flying a missile. He tried to explain that it was an F2A model airplane speed ship but the cops saw the metal speed pan and aluminum tuned pipe on a one wing one tail plane with pointy spinner. "It don't look like no plane to me" All equipment was confiscated and the man was cuffed and thrown in jail as a terrorist! The missile was taken to the local hobby shop that happened to be run by an ex-police officer. He explained "That's a model airplane speed ship, the only one that fly's those around here is this Cuban guy I know".

The man was released and is going back to pick up his \$2000 worth of equipment with his lawyer.

Makes you think, or not, but it is a good story, and may even turn up on the TV if someone is clever enough!!

Round and round up and down we go, just remember to stop if a man with a weapon says stop, especially in London!!

Duncan

"I never make stupid mistakes. Only very, very clever ones."

Stephanie & Duncan Bainbridge

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Email stephanie.miller@easynet.co.uk

VENUES ...

----- Original Message -----

From: "Roger Reese" <roger_reese@dolphin-mail.co.uk>
To: "DENNIS WARD" <teamward@hotmail.com>
Sent: Wednesday, July 27, 2005 8:54 AM
Subject: Re: Oaks

Yes I agree I honestly believe the 'sun is setting' on Hucknall and Oakington. But for the efforts of John Wynn Oaks would have stopped two years ago. I understand that we use Hucknall under sufferance of the R/C boys. We must therefore move on and support the Bristol and Barton boys with total commitment. Perhaps the offer of camping etc might help.

----- Original Message -----

From: "DENNIS WARD" <teamward@hotmail.com>
To: <roger_reese@dolphin-mail.co.uk>
Sent: Wednesday, July 27, 2005 12:27 AM
Subject: RE: Oaks

hello good job you did not come the weather was crap and nobody turned up. we are going to have big probs next year with oaks as it has now been sold so i think this is the last year we will use it, and also we will not have hucknal next year i think from talking to people, if them venues are gone then some teams will not travel from south for places like barton, so i can see big probs next year doing a calendar ,just bought some fast F2C gear so tone and me will go to them meetings.

regards, dennis

From: "Roger Reese" <roger_reese@dolphin-mail.co.uk>
To: "DENNIS WARD" <teamward@hotmail.com>
Subject: Oaks
Date: Tue, 26 Jul 2005 14:57:31 +0800

Sorry Dennis couldn't make Oakington last Sunday. Did you make the Journey and if so how was the racing?

Roj

US NATS



LEFT: F2CN third place at the US Nats went to Julio Isidro and Dick Hart.

CENTRE: Matthew Hart and Tom Fluker flying F2C at the US Nats.

BOTTOM: Dick Hart releases for Julio Isidro in F2CN at the US Nats.



US NATS (CONTINUED)



TOP: No. 11 Barton B. A bare model was built by John Ridley as a Vintage B model. Converted to Barton B, fitted out and finished by Dick Hart. As yet unflown.

RIGHT: Jim Rhoades at the US Nats with a 50 year old model built from a kit, I think with an Atwood 049. Called a Dilbod and what they would call 1/2A. Perhaps a forerunner to our 1/2A which has twice the engine capacity.

BOTTOM: Dave McDonald makes a F2C catch at the US Nats.



TEAM TALK

-----Original Message-----

From: Hart, Richard
Sent: Saturday, June 25, 2005 10:00 AM
To: 'classic.b@pacific.net.au'
Cc: Gardner, Dawn
Subject: Re: VTRSIG

Thanks John,

It took a while for me to get back into the newsletter. The key really was Dawn who got into the Publisher and shamed me into finding the time. As always I appreciate any reports, photos, how to's, news and comment. We will need a regular supply of bit's and pieces.

It really is interesting how Barton B has taken off. So far we have managed to hold the line thickness at 18 thou but they have elected to reduce the line length to the same as Vintage B. Bit of a shame but 60 ft is just too much for the available tarmac at most of our venues it seems.

Good luck at the Aussie Nats. Matthew and I will fly B at the US Nats and the UK Nats this year. Will also fly jet at both. Should be interesting in the UK!

Dick

-----Original Message-----

From: John <classic.b@pacific.net.au>
To: Hart, Richard <Richard_Hart@anadarko.com>
Sent: Fri Jun 24 20:02:23 2005
Subject: Re: VTRSIG



Hi Richard,

A new issue at last...and well worth waiting for! A fantastic job. Certainly sets a new benchmark in presentation. Roger has sent a hard copy, so now I've the best of both worlds. I will be showing it off at our Vintage A comp. tomorrow.

Our Aussie Nats are just a couple of weeks away, so I will do a report with photos for you on the Vintage and Classic events.

Great to see that Barton B is really up and running with good support across the racing fraternity. All the best, and many thanks for the PDF.

Best regards,

John

PS: Here's a picture of my latest Rocket design for Classic (or Barton) B. It holds the 70 lap heat record (best in OZ or USA) of 3.02. If you would like a full sized plan, just send me a mailing address.

----- Original Message -----

From: [John Hallowell](#)

To: [Roger Reese](#)

Sent: Friday, June 24, 2005 8:36 PM

Subject: Re: News

Hi Roj.

Thanks for the B plan emailed the other day. Yes, have just received the new format Newsletter and was absolutely gobsmacked ! Fantastic job! I will be showing it off to our guys including our ACLN editor Harry Bailey this weekend at our Vintage A contest. I know they will be very impressed.

The Aussie Nats are just a couple of weeks away, so I will certainly be doing a report with photos on the Vintage and Classic scene which I will be sure to send you.

In the meantime, here's a couple of photos. The models belong to Queensland's Mark McDermott. Mark is the brother of former Australian Test Cricket fast bowler Craig McDermott.

The yellow Classic B racer is an American design from the 60's, the 'Long Gone'. It has an OS 25FP and was doing 15.3's for 50 laps on its first flights on 15 thou. 60' lines.

The other model is of course the Voodoo 5. This model has a very fast 'Timmy Tiger' and is capable of speeds around 18 seconds/ 10 laps on 46' 8" lines.

The other photo is of the Hallowell/Baddock Classic B fleet. It's not always easy to choose which model to fly...!

We'll keep in touch,

Regards,
John



TOP: Macca Voodoo.

LEFT: Long Gone.



-----Original Message-----

From: Roger Reese [mailto:roger_reese@dolphin-mail.co.uk]

Sent: Thursday, June 16, 2005 7:43 PM

To: Hart, Richard

Subject: Re: We should be charging £3,00 per issue

Firstly may I say thank you for the beautiful OS 29 recd today. I must insist that I pay you for it. So please let me know. Oh and please do charge me for the short reach plugs and bladder as I wont ask you to help me again.

I and so many others are / will be so impressed with the new layout, so on behalf of all of us out there thank you Dawn.

Thankfully I have not sent issue two, now I can assemble pages for Dawn to do her bit, I guess that a penciled page no and details of on the reverse will assist making up the issue. When are you issuing the membership renewal sheet?

Oh and can you scan 35mm photos cuz I've got a great picture of the results of a PAW being hit head on in Vintage combat-completely decapitated.....perhaps ideal for the caption comp?

I do have a digital, but have just been having them developed, not downloaded so I might for now buy a card specifically for aeromodeling and get it downloaded for me until I get wired up at home (no internet yet)

Peterborough on Sunday so will take some photos and see some old faces, perhaps fly a vtr 2000 b racer for the stick and tissue brigade.

You have a good week end.

Roj

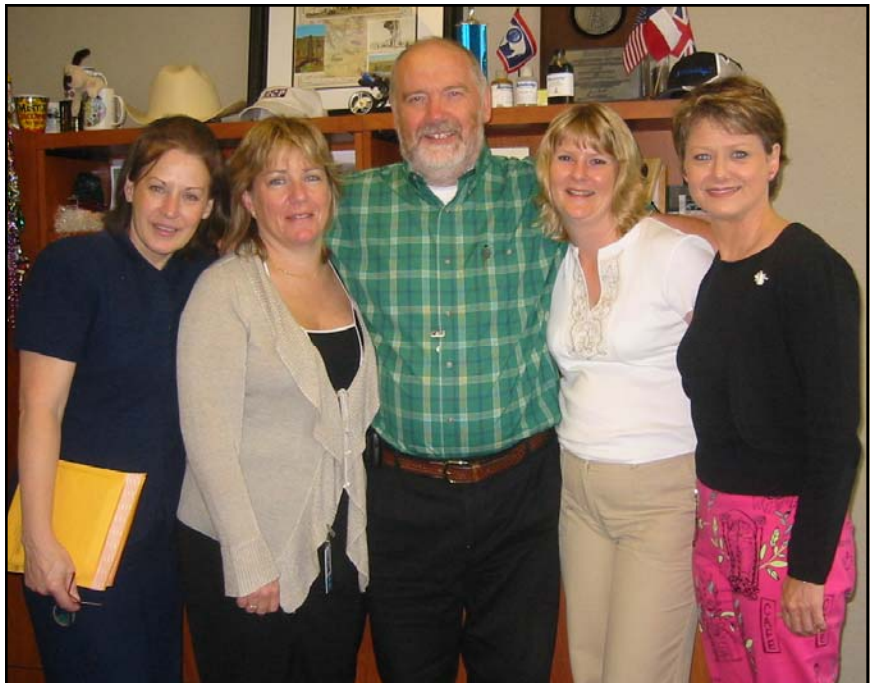
RIGHT: Dick Hart and motley crew. (Left to Right) Dee Hollis (USA), Tami Cadle (UK), Dick, Tracy Badham (UK), and Dawn Gardner (USA).

At one time or another, each of us has had the pleasure of working for Dick. It's evident he genuinely cares about people because we have all seen him bend over backwards to help others.

I'm thankful for the opportunity to assist him in improving something that is enjoyed by so many. It has been educational to say the least. But most of all, I've enjoyed hearing all the stories that go along with the history of this competitive sport...especially when Dick tries to use Texas slang with his British accent.

I feel like I know some of you already. I hope you enjoy this issue.

Take care until next time. ... dawn



----- Original Message -----

From: "Hart, Richard" <Richard_Hart@anadarko.com>
To: <roger_reese@dolphin-mail.co.uk>; "Gardner, Dawn"
<Dawn_Gardner@anadarko.com>
Sent: Thursday, June 16, 2005 11:58 PM
Subject: Re: Wow

Yes, Dawn did a pretty good job didn't she. It took a lot of time but now she is set up with a format, it should go a bit easier for future issues. I think we should both continue to write columns and also try to get others to contribute. Photographs and competition reports would also be great as well as a regularly updated league table.

-----Original Message-----

From: Roger Reese
To: Hart, Richard
Sent: Jun 15, 2005 7:35 PM
Subject: Wow

I just received the most brilliant looking - presented newsletter ever produced, bettering even the ACLN. Desk Top Publisher has come up trumps and makes all my efforts look very amateur. Perhaps I should send you 'un pasted' copy so you may assemble them. Well done Dick ... all credit to you.

Roj



LEFT: The Grassfire is a vintage B model and the picture shows the original and John Hallowell's replica.



LEFT: John Hallowell's Flying Purple People Eater ... a winning Aussie Classic B racer.

BELOW: Hallowell / Baddock Classic B fleet.



----- Original Message -----

From: [Terry McDonald](#)

To: [Roger Reese](#)

Sent: Wednesday, June 15, 2005 6:50 PM

Subject: VTR News

Hi Roj,

Congratulations on the new edition of VTR News. You've obviously been working hard on Microsoft Publisher and the new layout is excellent - colourful, readable and providing that elusive data on what's happening in the VTR world. On the calendar, you did miss the SAM 35 Gala where the more steady pace of VTR 2000 is in evidence.

Tom Millar has modified the SAM A racing rules to allow for the use of the non Oliver engines. This class is good for the "stick and tissue" type of wing as there is no catching and the model is pitted where it lands. Suitable engines include Elfin 2.49, AM 25, Silver Swallow, ED Racer, Frog 2.49 BB and Webra Mach I but exclude Olivers, and Eifflaender Special Replicas. Currently I am building a Battler, Ronnie Moulton's design, the first team racer to be published in Britain in 1950 in Ian Allan's Model Aviation. As you say, these very early designs have a charm of their own but frequently are not built because they are too fragile - eg KK Ranger. As an aid to take off, on Old Warden's less than bowling green surface, it is as well to fit 2" wheels. Like you I feel that this is a good comp for those who find the high speed blasting too much for them. Some years back, Dave Finch approached 4 minutes with a Frog 2.49 so it can be a reasonable speedy event without bursting blood vessels trying to keep up!

Barton B at the BASH was very enjoyable and some of the gorgeous looking Wharfedale type designs were seen, I still feel that even bigger models with a smaller engine would have made a slower but still good handling class. I thought perhaps a 200 - 250 sq in model powered by a silenced 20 would have met the case. But now that it is settling to an established class I wish it well, it can only be good if it attracts more recruits to the circle.

I'm attaching some pictures from John Hallowell in Australia. The Grassfire is a vintage B model and the picture shows the original and John's replica, Flying Purple People Eater is another of his winning Aussie Classic B racers, the third pic speaks for itself.

Regards, Terry

WOULDN'T THIS MAKE A GREAT BARTON B?

MAJOR MODIFICATIONS FROM STD.:

1. SHORTEN SPAN.
2. ROUNDED WING TIPS.
3. REVISED STREAMLINED COCKPIT CANOPY.
4. FLUSH RIVETING THRU-OUT
5. SUPER LACQUER FINISH
6. ENLARGED WING RADIATOR
7. ENLARGED OIL COOLER
8. TAIL SKID REPLACED WHEEL
9. MODIFIED ENGINE & PROP.

WING CONSTRUCTION: 2 SPARS, ALUMINUM RIBS & ALUMINUM MONOCOQUE SKIN.AILERONS WERE FABRIC COVERED.

FUSELAGE CONSTRUCTION: ALL ALUMINUM FORMERS, STRINGERS & STRESSED SKIN

FIN & STABILIZER CONSTRUCTION: ALL ALUMINUM FRAMES, WITH STRESSED SKIN.

RUDDER & ELEVATOR CONSTRUCTION: ALUMINUM FRAMEWORK - FABRIC COVERED

SPAN - 33' 8" ON N.17
SPAN - 36' 10" STD. (DOTTED)
LENGTH - 29' 11"
HEIGHT - 8' 10"
MAX DESIGN SPEED - 420 MPH.

AIRCRAFT USED WAS 48TH SPITFIRE AIRFRAME FROM SUPERMARINE. K-9834 TYPE 323

SCALE: $\frac{5}{32} = 1'$

PROPELLER: 4 BLADE WOODEN FIXED-PITCH MANUFACTURED BY THE AIRSCREW COMPANY.

POWERPLANT: ROLLS-ROYCE MERLIN III WITH 277LB. BOOST PRODUCING 2,160 HORSEPOWER. 12 CYLINDER 60° VEE TYPE BLOCK.

WING CONSTRUCTION: 2 SPARS, ALUMINUM RIBS & ALUMINUM MONOCOQUE SKIN. AILERONS WERE FABRIC COVERED.

FUSELAGE CONSTRUCTION: ALL ALUMINUM FORMERS, STRINGERS & STRESSED SKIN

FIN & STABILIZER CONSTRUCTION: ALL ALUMINUM FRAMES, WITH STRESSED SKIN.

RUDDER & ELEVATOR CONSTRUCTION: ALUMINUM FRAMEWORK - FABRIC COVERED

TYPICAL NACA 2200-SERIES AIRFOIL SECTIONS.

'HIGH SPEED' SPITFIRE

1939 VERSION

COLOR SCHEME: ROYAL BLUE WITH SILVER* CHEAT LINE & N.17. *(SOME REFS. SAY GOLD)

ALTHOUGH FLOWN FOR TEST, CRAFT DID NOT TRY FOR WORLD SPEED RECORD AS THE HEINKEL HE-100V-8 RAISED THE RECORD TO 463.67 ON MARCH 30, 1939. THIS MARK WAS SOMEWHAT ABOVE N.17'S DESIGN POTENTIAL.

OR HOW ABOUT A BI PLANE BARTON B?

SCALE: $\frac{1}{4}'' = 1'$

FUSELAGE CONSTRUCTION:
STEEL TUBE FRAMEWORK
 FROM FIREWALL TO AFT OF COCKPIT. FROM COCKPIT REARWARD CONSTRUCTION IS ALL WOOD MONOCOQUE. ALUMINUM LEAF SPRING LANDING GEAR, WING SPARS AND ENGINE ALL ATTACH TO STEEL TUBE FRAMEWORK

WING CONSTRUCTION: FULLY CANTILEVERED, ALL WOOD SPARS AND WOOD RIBS. SKIN IS PLYWOOD. STRUTS ARE ADDED ONLY TO SATISFY RACE RULES.

TAIL CONSTRUCTION: ALL WOOD FRAMEWORK - PLYWOOD COVERED.

SPAN - 14'9"
 LENGTH - 17'
 WEIGHT EMPTY - 785 LBS.
 WEIGHT, GROSS - 1019 LBS
 MAX SPEED - 195 MPH

COLOR SCHEME: ALL YELLOW EXCEPT WHERE NOTED OTHERWISE

WARWICK W-4 'HOT CANARY'

NUMERALS ARE BLACK WITH WHITE OUTLINES

1°30' INCIDENCE ON LOWER WING. CONSTANT 3' CHORD SYMMETRICAL AIRFOIL SECTION

1970-'71 VERSION

POWER PLANT: LYCOMING 4 CYLINDER OPPOSED O-290-G ENGINE

'CANARY' WON 1970 FLA. SPORT BIPLANE CONSOLIDATION RACE. IT FINISHED 4TH AT 10 REND AT 163 MPH AVERAGE SPEED.

"HOT CANARY" WAS DESIGNED, BUILT, FLOWN AND RACED BY BILL WARWICK.

CLASSIC B PLANS FROM AUSSIE

From: Roger Reese [mailto:roger_reese@dolphin-mail.co.uk]
Sent: Sunday, June 26, 2005 8:06 PM
To: Hart, Richard
Subject: Fw: Classic B plans from Aussie

Hi Dick,

I had an absolutely great day at South Bristol, weather was brilliant as was the South Bristol clubs welcome. Two mown circles were well marked out for the three usual classes plus Barton B and a 'club own' class Oliver Rat. A full agenda meant racing well into the evening. Close tight racing was the order of the day and qualifying for the finals was always a close fought race. All finals were a joy to watch with excellent piloting and superb pitting. All finalist finishing the distance with not much difference apparent only the stop watches determining the winners.. Only down side was that there were only the usual entorage spectating. It would has been our ambassador of our discipline to show non contol liners how much fun can be had racing models to the VTRSIG.

Non of the Bristol boys have had a Newsletter but Tim Andrews has the ability to have an emailed file so I will relay his details later. Others mentioned that they had recd more than one copy but passed it on to others who havnt.

Attached is a couple of photos of models for you to look at and include. Have posted data that I tried to scan to your Willis address today. Will email later today with more details.

roj

----- Original Message -----

From: [Terry McDonald](#)
To: [Roger Reese](#)
Sent: Sunday, June 26, 2005 2:03 AM
Subject: Classic B plans from Aussie

Hi Roj,

It's me again, I had a spare moment so I scanned in a couple of the Aussie racers: Easterner by Dave Ray, published in Model News October 58. The other is Tracer by C Barkley of South Australia, published in February 1959. This is an A model designed for the ED Racer and developed from 1953 onwards. I doubt any one was winning with an ED Racer in 1959 but it's interesting to see. These were forwarded to me by that fount of Aussie C/L knowledge, Alwyn Smith to whom my thanks.

Regards,

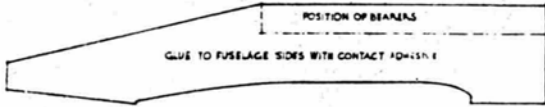
Terry

EASTERNER

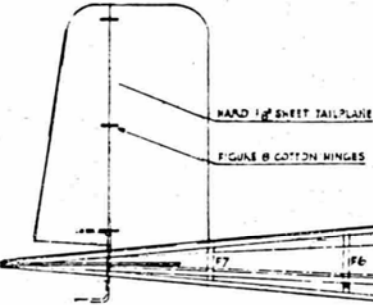
1/2" PLY LINE GUIDE

- F6
- F7
- F5
- 1/2" REQUIRED ON ALL FORMERS
- F4
- 1 1/2" Balsa
- F3
- 1/2" PLY
- F2
- 1" PLY

NO. 4 OUTER WING IDENTICAL TO INNER WING, ADD ONE OUNCE OF LEAD TO OUTER WING TIP



1/8" PLYWOOD DOUBLER 2" WIDE

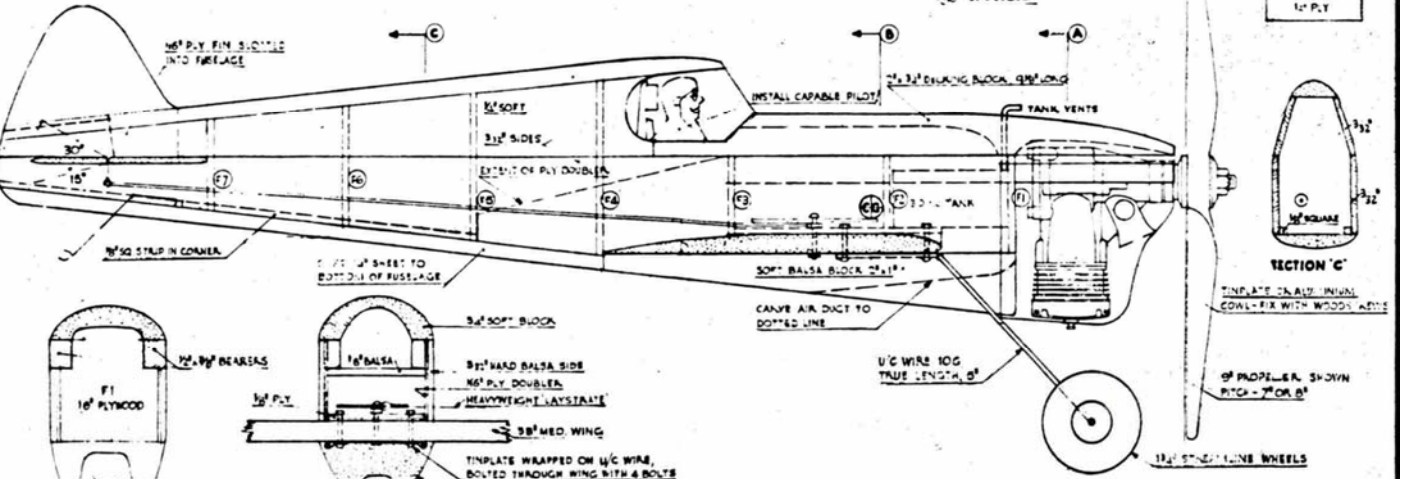


HEAVY LAYSITALE LEADWIRE
BUTT JOINT 3/4" SHEET WING
4" MED-SOFT 3/8"
HAND 1/2" SHEET
3/8" 1 1/2" HARDWOOD BEAMS

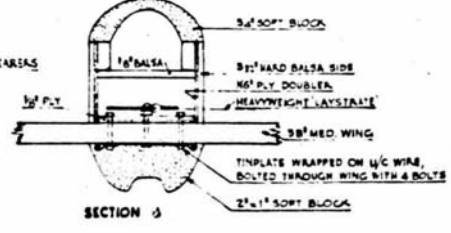
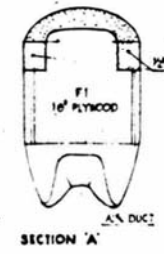
F TANK SHAVED AS DRAWN

3/8" MED-SOFT 1/2" PLY DOUBLER

BEARING REDUCED 3/16"



SECTION 'C'
TIN PLATE ON AIR INLET
COVER - FIX WITH WOOD SCREWS



EASTERNER
CLASS B TEAM RACER TO F1AAA SPECIFICATION
DESIGNED BY Tom & Diane Ray - EDK/C

AREA = 1300"
SPAN = 25"
WEIGHT = 20-24 g



LEFT: Dave Finch's Scout.

BELOW: Sam Skitt's Able Mabel.



----- Original Message -----

From: [Terry McDonald](#)

To: [Roger Reese](#)

Sent: Saturday, June 25, 2005 9:16 PM

Subject: Re: Definitive list

Hi Roger,

Did you enjoy P'boro? I wish it had been cooler though. Yes the date on the Accelerator is actually 1957. I have a copy of the Aussie 'Model News' for Jan /Feb 1958 features the model with a list of all the trophies won in 57, so it is eligible. I've also got the mag plans of the Eastener and the Tracer from 1958 both of which would do for Barton B models, I'll copy and send them to you.

I'm off on holiday for three weeks from Sunday next so won't be at Hucknall, I'm sorry to say. Make sure there's a report on the racing for the WITW and VTR News please. I can email you some photos of VTR models - a couple attached for your perusal, Sam Skitt's Able Mabel (now mine) and Dave Finch's Scout.

Cheers for now,

Terry

Dave Shipton
 1840 Brownwood Rd.
 Delavan, IL 61734

Dick Hart
 2115 Gunwale Circle
 Willis, TX 77318
 Dear Sir:

Thank you for the VINTAGE T/R NEWS #1, January 2005. I appreciate it very much, especially since the cover is hanging up stairs in the museum. I did fly "HOTFOOT" once a long time ago.

Dave Hardin and I go back in history to 1945 and a club in Bloomington, IL. He started in U/C flying before me. Not too long before but he did fly using fish lines and their inherent problems. We both were interested in scale and went on from there.

Dave moved to Virginia from Bloomington after 2 seasons of Team race flying. When the "proto scale" was suggested he built Hotfoot. We got together at the Willow Grove "NATS" and he flew in the event. When I came home, he sent to model with me. He said it was just a cleaned up version of my racer No.2. Thus the pleasure of seeing the cover of T/R NEWS.

Now for a different topic: Is there some easy way to send moneys to England? The last time I tried an international money order, it was a hassle. I would like to keep receiving the T/R News and sometime in the foreseeable future I will be having to send money for copies of Gordon's book of Team racers.

Thanks to Gordon, I have re-created my entire stable of T/R designs. One that I have a special interest in is Nervous Nellie. So called because of the first test flight in some windy turbulence on a school play ground. The plane was a joy to fly. Then, here at home in a dead calm it was very unstable and extremely difficult to fly. The recreation now has a Clark Yh airfoil.

Now days, I can't handel the fast turning so planes need to be slow. But to me T/R was one of the greatest events.

Thanks again for the copy and a xerox of the cover has already been sent to Dave, after a "phone call telling him he has a "cover girl".

Dave




1958 MODEL NEWS

16

MODEL NEWS

JANUARY-FEBRUARY, 1958

Brand New ! The "Accelerator"

SENSATIONAL CLASS B TEAM RACE KIT !

Most Successful Single Design
AT
The Tasmanian Nationals

ACCELERATORS WON

- ★ Every Heat of Class II Team Race
- ★ 1st, 3rd, 4th in Final
- ★ 1st Advertise Interstate Class II Team Race
- ★ 1st Class II Speed
- ★ 1st Class III Speed
- ★ Award for best "B" Class Team Racer at Nationals

ALL ACCELERATORS USED O.S. MAX ENGINES

The Outstanding Kit is manufactured by "SUPERKITS" of Ballarat, Vic.,
and distributed throughout Australia by

**The Model Dockyard
(Wholesale) Pty. Ltd.**

216 Swanston Street, Melbourne

- ★ Look out for New "Stuka" Stunter by Superkits.



A SPORT FOR GENTLEMEN?**Perhaps Poacher turned Gamekeeper ?**

Is it time we took a long hard look at race conduct and the rules we have in place and of course the penalties for contravening them?

As a pilot (not too good) I felt frustrate when an infringement occurred which directly affect my race either by another pilot or pitman.

To anticipate a start (false start) = time penalty.

There have been occasions when the pitman has anticipated the start. I have never seen a time penalty awarded

At the start of a race and during pit stops the pilot should be in the crouched position, handle on or near to the ground (dependant on type of surface and weather conditions) the pilot should have a minimum of one foot within the piloting circle.

The rules state that if a pilot steps out of the pilot circle = disqualification

As it is difficult for a CD to see this infringement, and the punishment so severe it is seldom used, except when blatantly obvious. It also needs to be dealt with immediately, finishing the race for the offending team. This gives no right to reply or appeal, as the race has been run. A re-run is some compensation but surely a better option is for the CD to have advice from his timekeepers, after the race is run and add time penalties for the infringement.

A landing model should overfly a pitting segment

I have seen on many occasions' pitmen launching their models with no concern for incoming models. This usually means that the landing model fails to reach the waiting pitman. I feel the team who interfered with a landing model should be penalised with time added.

Ungentlemanly conduct in the centre circle must also be discouraged, especially the unnecessary body contact and use of arms to hold back an opponent. Again I believe after advice time penalties should be added to the offending teams time.

In general I believe the VTRSIG control it's racing extremely strictly and most pilots abide by the CD decision, however the warnings system seems to be disregarded and not a deterrent for those trying that too hard. Perhaps the fore knowledge that they might incur time penalties could smarten up our race conduct.

I know it is a thankless task being CD you need to see everything and to be quite honest this is just not possible.

We must all respect that the CD is giving up his free time to run a competition for you. It is difficult tiring, amusing, exciting but above all rewarding and would not be there but for the love of the hobby, so remember this when you are disqualified or reprimanded.

Anyone want to comment?

Ex pilot
Ex timekeeper
Ex VTRSIG Officer
Ex part time CD

RECOLLECTIONS

WHAT WAS YOUR FIRST TIME LIKE?

My first tentative steps into control line circles were with a profile Contest Kits 'Spitfire'. With AM 10 for motive power, this well used, second hand motor started after a seriously huge amount of flicking, tinkering and nearly all of the newly bought Keil Kraft diesel fuel, purchased that morning, with all my pocket money and some more.

My helper, primed with already agreed instructions, hand launched the model directly at me. Fortunately it flew straight into the ground, not breaking anything serious, but filling the venturi with soil. After an age cleaning the crap out of the motor and flushing it clean - all the fuel was 'all but gone', it was ready to have a go again.

With revised instructions to my helper and within seconds the motor to my surprise 'barked into life' after the second flick. A strong launch gave enough ground clearance for me to realise I was flying, however not yet in control. The teralene lines became taught and control of the model was mine.

For what seemed an age I kept circulating, concentration at the absolute maximum. Suddenly the motor started to harden, splutter then cut.....oops now what do I do?

The model continued to circle but the decay was inevitable and when just a few inches off the ground the Keil Kraft fuel can came into view and seconds later took the outboard wing off.

After spending probably an hour preparing and getting the motor running and actually flying. The cost of a full can of diesel fuel, somehow all seemed worth the 10 laps of powered flight.....I was hooked.

PORTUGAL 2005

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Delta
CAFÉS

Modelo

STAEDTLER®

DYRUP

Agradecimentos

JiP
Júlio Isidro Produções Lda.


Câmara Municipal de Évora

ÉVORA 2005

aeromodelismo
aeromodelling

TORNEIO ASAS DE PORTUGAL
TOURNAMENT WINGS OF PORTUGAL

9 | 10 | 11 Setembro
Aeródromo Municipal de Évora

aerodromo
municipal de evora

FOTO DE PAULO NUINO DA SILVA

FOTO DE EDUARDO GAGEIRO



INFORMAÇÃO

Numa iniciativa da SAM Society of Antique Modellers Portugal 74, vai realizar-se em Évora o Torneio "ASAS DE PORTUGAL" de Voo Circular e R/C. Organização da JIP-Júlio Isidro Produções com o apoio da Câmara Municipal de Évora.

Local > Aeródromo de Évora a cerca de 100 Km de Lisboa por autoestrada.

Categorias >

Voo Circular: Handicap e Vintage Speed, Old Time e Classic Stunt, F2B, Vintage Team Racing, Barton B, Fox Racing, Quickie Rat, Clown Racing, Goodyear, F2C Nacional, Phantom Racing, Phantom Speed I e II.

Rádio Controlo: Old Time R/C e Gliders F3J Nacional.

Licenças e Seguros > Todos os concorrentes deverão ser portadores de cartão e/ou Licença Desportiva Nacional, ou um seguro de responsabilidade civil.

Inscrições > Até 1 de Setembro de 2005 ou no local da prova. Recomenda-se que cada concorrente participe em pelo menos três provas.

Custos > Uma prova / concorrente, 12,00 Euros.

Nas corridas, piloto e mecânico têm inscrição individual.

Cada prova suplementar por pessoa 4,00 Euros

Juniores terão um desconto de 50%.

Pagamento em cheque internacional ou moedas correntes como libras ou dólares.

Prêmios > Haverá prémios para os três primeiros classificados em cada modalidade. Tributo especial a Wayne Trivin.

Alojamento > Oferta da organização para os concorrentes estrangeiros, com pequeno almoço. Famílias poderão ter alojamento mediante pagamento.

Atenção: Dado o número de alojamentos só os podemos garantir aos concorrentes inscritos até à data limite.

Regulamentos > O Torneio tem regulamentos próprios. Para os conhecer contacte-nos ou consulte o nosso site na Internet www.clportugal.com

Contactos > SAM-PORTUGAL 74

Att.: Júlio Isidro, Ana Maria ou Sandra Barros.
Rua D. João de Castro, 12
1495-074 ALGÉS
PORTUGAL

Tel. / Fax - + 351 21 4103051

e-mail – jiproducoes@mail.telepac.pt

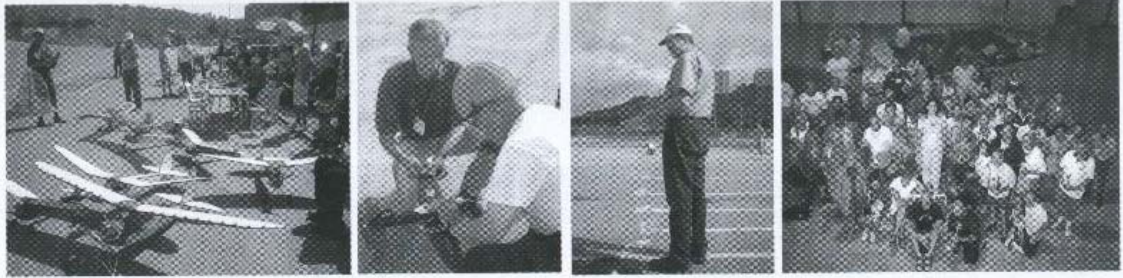
Agenda > Sexta-feira, Sábado e Domingo (9, 10 e 11 de Setembro), competições e entregas de prémios.

Acontecimentos Especiais > Um grande banquete oferecido a todos os concorrentes e famílias.

Um sorteio de presentes.

Consulte o nosso site:

www.clportugal.com



INFORMATION

Promoted by SAM - Society of Antique Modellers/Portugal 74, will take place in Évora the Tournament "Wings of Portugal" of Control Line and R/C.

Production of JIP-Júlio Isidro Produções with the support of Évora City Hall.

Site > Évora, City Hall Aerodrome, 65 miles east of Lisbon by highway.

Events >

Control Line: Handicap and Vintage Speed, Old Time and Classic Stunt, F2B, Vintage Team Race, Barton B, Fox Racing, Quickie Rat, Clown Racing, Goodyear, F2C Nacional, Phantom Racing, Phantom Speed I and II.

Rádio Control: Old Time R/C and Gliders F3J Nacional.

Licences and Insurance > All competitors should present available club member card and/or sports licence. Mandatory insurance of third part (civil responsibility).

Registration and fees > Closing date is 1st September 2005 or in site.

We suggest each competitor to enroll in, at least, three events.

Costs > One event / person 12,00 Euros. Each additional event per person 4,00 Euros.

In Team Racing events, pilot and mechanic have individual entries.

Juniores have a discount of 50%.

Payment international checks, Euros or currency like Pounds or Dollars.

Prizes > We will have prizes for the three first places in each event, plus special prizes. Special tribute to Wayne Trivin.

Accommodation > It's free for the foreign competitors in a bed and breakfast basis. Family members not included, unless with payment.

Attention: We only can guarantee accommodation for the competitors enrolled until the closing date.

Rules > The Tournament has his own rules. To be informed please contact us or search in our web site.

Contact > SAM - PORTUGAL 74

Att.: Júlio Isidro, Ana Maria or Sandra Barros
Rua D. João de Castro, 12
1495-074 ALGÉS
PORTUGAL

Tel. / Fax - + 351 21 4103051

e-mail - jiproducoes@mail.telepac.pt

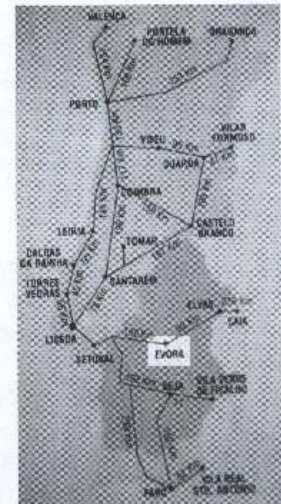
Schedule > Friday, Saturday and Sunday 9, 10, and 11 of September Competition and Prizes giving.

Special Events >

A great banquet offered to all competitors and families.

A raffle of gifts.

www.clportugal.com



——Original Message——

From: Roger Reese [SMTP:roger_reese@dolphin-mail.co.uk]

Sent: 23 June 2005 04:55

To: Dave Smith

Subject: Re: TEAM RACER PLAN

Hi dave, yep the Gengangaran is vintage legal and I built one after seeing Alan Jupps model. The drawing makes it look a very competitive model but both Alan and I reported difficulties take off. I believe this due to the over wing exposed leadouts interfering with inboard single elevator. my model was extremely fast once in the air but landing characteristics were very poor in spite of light model and stout u/c wire. if my memory serves me well it took a good half lap at flat out to take off. Not a model I will build again and you should discourage anyone who might be considering one.

Lastly the wing position rule was changed last AGM democratically....oh well.

roj

——Original Message——

From: Dave Smith <david.smith@jwf.co.uk>

To: Roj Roger Reece <roger_reese@dolphin-mail.co.uk>

Sent: Thursday, June 23, 2005 6:15 PM

Hi Roj,

Have forwarded a message I have just received from my brother-in-law.

Please can you confirm that the BMFA rules highlighted by Alan are correct.

Also can you confirm in the 'Gengangaren' A team racer (Model Aircraft Nov '57) is legal for Vintage teamrace.

Many thanks,

Dave

——Original Message——

From: Alan Totham [SMTP:alan.totham@btinternet.com]

To: Dave Smith

Sent: 23 June 2005 10:24

Subject: Re: TEAM RACER PLAN

Hi Dave,

Was just double-checking 'Gengangaren' eligibility in BMFA online rule book (and it is OK when I came across Rule 4.3.9.7 (b) in the Vintage Rules. Check it out, but it basically says you can now alter the vertical position of the wing in the fuselage (by an unspecified amount) – thus allowing models with wings set above the bearers to have them moved underneath which of course opens up a whole new range of possibilities. Also Rule 4.3.9.7 (e) says you can't alter elevator configuration. Have been working out ways that I might be able to build it e.g. wings similar to F2CN using preshaped LE and TE but a bit more refined (I know what I can do more now). Am doing some experiments with cowling today.

See you soon.

Alan

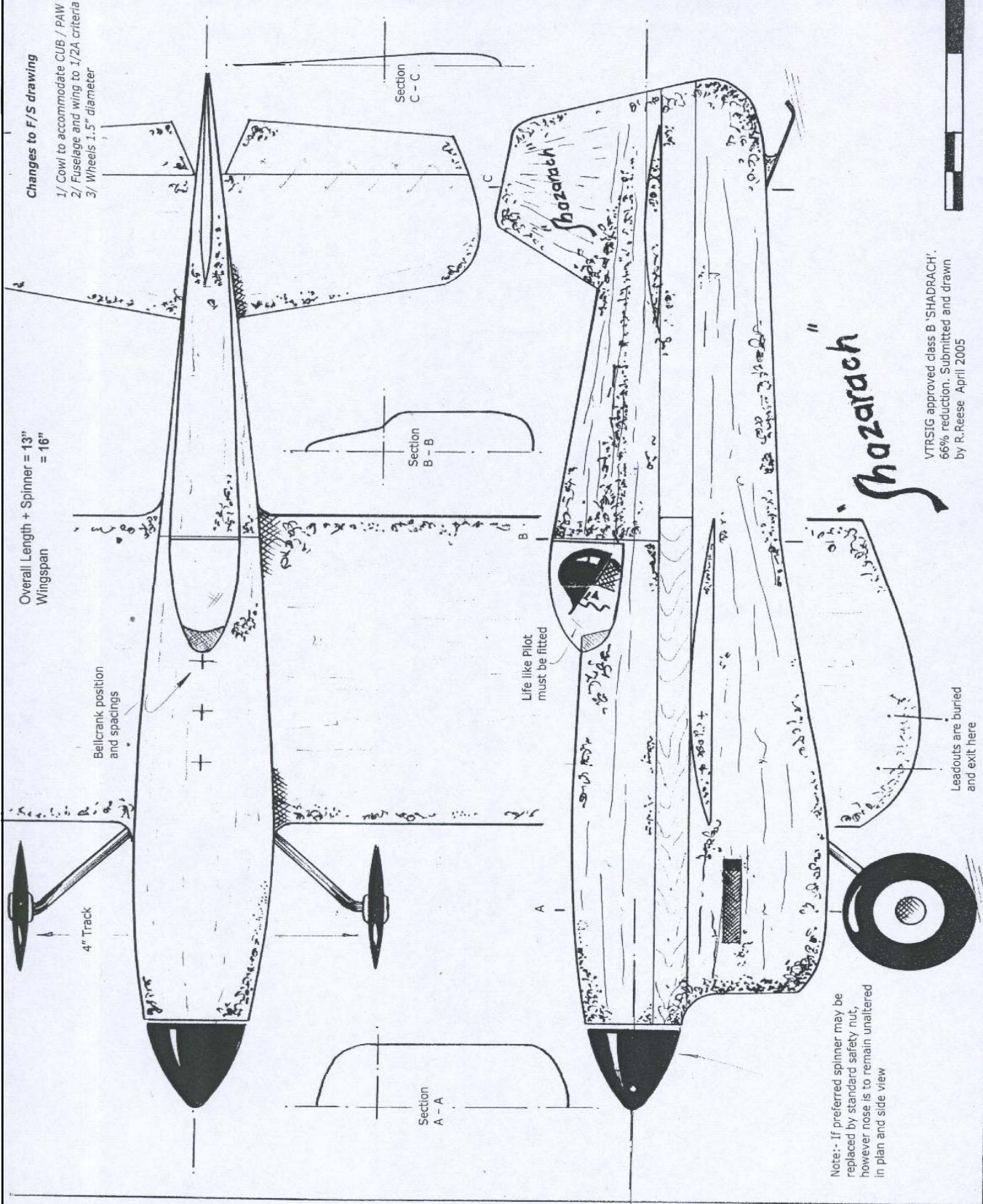


GENGONGARON

VINTAGE A

1996 PHOTO

SHAZARACH



PatTex Stabilit

I might be teaching my grand mother to suck eggs, but on the off chance that someone out there does not know the best two part adhesive I have been lucky enough to have stumbled upon, this could be 'your lucky day'. I have found this product to be so much more superior to Araldite 24 hour, by an absolute mile, It is called **PATTEX STABILIT**. Originally recommended to me for join two halves of a vacuum formed hull (acrylic). I found the adhesive to have excellent properties, all of which would suit the Team Race enthusiast down to the ground.

A foul smelling liquid comes in a small tube. This is measured into a measured pot (supplied) and mixed with a measured amount of white powder (measuring ladle provided) stir well into a chocolate brown paste and apply sufficient to allow joint to ooze when pressure applied. Remove surplus with spatula provided.

The mixture dries rock hard in about 5 minutes, left overnight sufficient hard enough to drill and tap (perhaps repair a stripped thread in aluminium and steel?) A really good bond can be achieved between beech bearers and balsa with minimum of glue and weight, providing a superb joint.

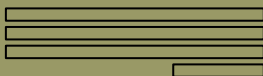
The product is available from most model shops, especially marine modelling outlets. Not cheap, but well worth the price considering the quality and the reduced time to cure, resulting a really quick build. On the field where Super Glue is not the quick fix, perhaps **PATTEX STABILIT** should be used and a constant item in the repair box? The UK translation 'flysheet' is printed below.

PATTEX STABILIT IXPRESS 30gm (English)

1. Applications
Stabilit Express is a quick setting two part. Adhesive/Filler, suitable for use with, stone, plastics, ceramics, wood, metal and many other materials. It is not suitable for polythene, Teflon, soft PVC, or Polyamide.
2. Properties.
 - Full strength (260KP/cm) is reached in approximately one hour.
 - At room temperature strength of about 150KP/cm is reached in around 20 min.
 - Can be used as filler for minor irregularities in metal surfaces.
 - Temperature Range, +20 °C to +80 °C.
 - Resistant to water, Petrol, Fuel Mixtures, Oil, Fat, Dilute Acid and Alkalines.
3. Method of Use
 - Ensure all surfaces are clean, dry and free of grease.
 - For metals and plastics, roughening the surfaces to be joined will improve adhesion.
 - Put two level measures of powder into the mixing bowl and add resin to fill the bowl.
 - Use the spatula to mix the powder and resin until a smooth paste is obtained.
 - Apply a thin layer to both surfaces of the joint, then clamp the joint together.
 - Mixture should be used within 8 min of preparation. Any excess mixture having hardened *may* be easily removed from the mixing bowl by pushing hard from underneath.

WARNING KEEP THIS PRODUCT AWAY FROM CHILDREN

Symbols: F=Flammable X= Irritant
Contains Methyl Methacrylate



Roger Reese
25 Cavalier Drive
Balmoral Grange
Halesowen
West Midlands
B63 4SQ



In this issue free VTRSIG approved class B plan of "SHAZARACH"

For full size drawing, send Stamp Addressed Envelope to: Roger Reese

APPROVED DESIGNS

Compiled by Terry McDonald

CLASS A
VINTAGE T/R

24/02/2005

MODEL	DESIGNER	SOURCE	DATE
Alien	W Woodrow	MA 244	Aug-56
A-Bus	J Johnson		1957
Arau	Portuguese	J Isidro	1957
Bambi	K Brenk		1957
Battler	R Moulton	Model Aviation	Jul-50
Black Chiffon	C Milford	CL/486X	Oct-52
Burley	J Horton	J Horton	1954
Cannonball	J MacArthur		1955
Chingford Racer	L Haywood	Aeromodeller	1956
Competitor		Hearn's Hobbies (Aus) kit	1951
Dimpled Dumping	M Grimmitt	D Finch	1956
Elfcat	T Millar		1952
Elliptical	J Horton	J Horton	1957
Fingerprint	Foresters Club		1956
Footprint	P Smith	CL/589X	Jun-55
Fury	R Mayers	Aeroflyte kit (Australia)	1956
Gengangaren	M Hagberg	MA 264	Nov-57
Greased Lightning	T Millar		1952
Hobbies Weekly T/R	R Warring	Hobbies Weekly	Apr-52
Honeybug	F Ehling	Air Trails	Feb-54
Hornet	?	Skyleada kit	1951
Humpty Go Cart	D Edmonds	Aeromodeller	
Hyperion	L Hayward	Aeromodeller	Apr-52
Jabberwocky	W Hume	CL/514X	Jun-53
Jambon	N Butcher	MA99	Apr-51
Mac	S McGoun	Mercury kit	1955
Mercury Mk II	Mercury Staff	Mercury kit	1951
Mew Gull	H A Thomas	CL/600	Jul-55
Midget Mustang	P Smith	Veron kit	1950
Minibuster	P Smith	Veron kit	
Nervensage	W Kroger	MA 200	Jan-55
Nike	D Edmonds	Aeromodeller	1955
Olympian	T Smith	South Bristol MFC	1953
Pacemaker	S Rymill	CL/509X	Apr-53
Phhht IV	H Stouffs	AM 3-view	1957
Pluto	M Smith	MA 211	May-55
Ranger	W Dean	Keil Kraft kit	1950
RO56	J Rohr		1957
Scout	W Dean	Keil Kraft kit	1949
Shorty	B Deason	Australian Nats winner	1957
Skyhawk	L Ellis	CL/678X	Dec-57
Starshell		Australian kit plan	pre 1957
Sorcerer's Apprentice	N Butcher	CL/515X	Jun-53
Swift		Hearn's Hobbies (Aus) kit	
Tarantula	Wharfedale MAC	J Horton	1956
Texan	R Young	Mercury kit	1955
Tiger Terror	J Muir	S Alexander	1956
Time Traveller	R Edmonds	CL/642X	Dec-56
TK4	R Moulton	CL/411X	Jan-51
Tomahawk	S Alexander		
Tornado	G Bergamaschi	Olimpic Kit (Italy)	1956
Voodoo Mk I	G Yeldham	G Yeldham	1953

APPROVED DESIGNS (CONTINUED)

Compiled by Terry McDonald		CLASS A		24/02/2005
		VINTAGE T/R		
Voodoo Mk V	P Stephens	Contest Kits	1957	
William Henry	J Horton	J Horton	1955	
Wolverine	Meadmore Bros	Australian Model Hobbies	Dec-51	



TOP & CENTRE: Tom Brown's dining room in Cincinnati, Ohio. It is a museum of control line memorabilia from around the world.

RIGHT: Bob Tapali with his Scorchers and Dick Yatson with his Viper at Cincinnati this year. Both are 21 Proto speed models but look very good nonetheless.

APPROVED DESIGNS (CONTINUED)

Compiled by Terry McDonald

CLASS B
VINTAGE T/R

24/02/2005

MODEL	DESIGNER	SOURCE	DATE
Able Mabel	D Clark	M A N	Jan-50
Accelerator		Superkits (Aussie)	May-05
Auggie	Dave Shipton		1951 - 2
Bartlett Bullet	W Bartlett	Air Trails	?
Battler	R Moulton	Model Aviation	1950
Blue Star	P Vittori	Modellismo (Italy)	May-54
Bluebottle	C S West	Aeromodeller CL/526X	Sep-53
Blunder Buster	R Schuver	Air Trails	Mar-55
Cardinal Puff	C Taylor	Model Aircraft MA 95	Mar-51
Challenger	L Shulman	M A N	May-52
Chatterbox	K Conrad	M A N	Apr-49
Chowhound	B Thompson	Air Trails	Mar-52
Cirrus	Rene Bagot	Modele Reduit d'Avion	Nov-56
deH TK4	R Moulton	Aeromodeller CL/411X	Jan-51
Delta	P Bataillou	Aeromodeller Annual	1954
Double Dice	C Taylor	C Taylor	1955/56
Dude	T Carvalho	Flying Models	Jun-57
Firecracker (Aus)	?	Australian Model Hobbies	Aug-50
Firecracker (USA)	D Ealy	M A N	Dec-51
Firecracker Mk II (Aus)		Australian Model Hobbies	Dec-51
Gee-Mac	B Evans	Model Aircraft MA 84	Oct-50
Good News		Monarch kit	Dec-54
Greenfly	C S West	Model Aircraft MA 133	Jul-52
Hells Bells	G J Rae		early 50
Hoofmark	M Ware	Model News (Australia)	Sep-57
Jack of Diamonds	K Muscutt		1953?
Jezebel	H Bourgeois	Aeromodeller Annual	1953
Kestrel	P Godfrey	Model Aircraft MA 238	May-56
Lapmaster		Australia	
Lazy Daisy	P Wheeler	Aeromodeller CL/428X	May-51
Leignor Special	P Plecan	American Modeler	Jul-57
Man o'War	R Moulton	Aeromodeller CL/383X	Jul-50
Mercury Mark I	J Nunn	Mercury Kit	1950
Mew Gull	C Smith	Flying Models	Dec-49
Midget Mustang	P Smith	Veron kit	1949
Migrator	B Lutke	Aeromodeller 3 view	Dec-56
Nemesis	G Gotarelli	Aeromodeller Annual	50 and 53
Nimbus	H Wilde	Model Aircraft MA 230	Feb-56
Nucleus	W Woodrow	Model Aircraft MA 223	Feb-57
Number 20 (Sour Owl)	H Whitney	Aeromodeller 3 view	Jul-50
Ole Slippery	C Smith	Air Trails Annual	1952
Pacer	W Dean	Keil Kraft kit	1951
Philibuster	P Smith	Veron kit	1950
Presto	H Hall	Aeromodeller CL/481X	Apr-52
Quest	K Storey	M A N	Jul-51
Racer	Dave Shipton		1951
Racer	Rudy Panko		1950
Rambler	G Moir	M A N	Mar-54
Rambler 55	G Moir	M A N	Jan-56
Red Lightning	D Rowe	Model Aircraft MA88	Dec-50
Redskin	C Lee	Veco kit	1953

APPROVED DESIGNS (CONTINUED)

Compiled by Terry McDonald

CLASS B
VINTAGE T/R

24/02/2005

Riveter	G J Rae	Aeromodeller	1950
Saint	K Marsh		1950
Scout	W Dean	Keil Kraft kit	1949
Scramble	J Jones	Aeromodeller CL/454X	Nov-51
Scrambler	L McBrayer	M A N	Oct-54
Sheik	K Johnson	M A N	Jan-54
Shorty		Australia	1956
Skidoo	C Smith	Air Trails	?
Sloe Boat	A Greenwood		1951
Sorcerer	P Cameron	Aeromodeller CL/544X	Mar-54
Starbomb		Australian Model Hobbies	Spring 52
Super Saint	K Marsh	Aeromodeller CL/465X	Feb-52
Tantivy	C Taylor	Aeromodeller CL/354X	1953
Teamster	H Stevenson	Flying Models	Jun-54
The Key	K Storey	Air Trails (& a Berkeley kit)	Apr-49
Thunderbird	S McGoun	Mercury kit	1955
Thunderbird prototype	S McGoun	J Jones dwg	1955
Vantage	J Vanderbeek	Frog kit	1953
White XI	D Walker		1956
White XIII	D Walker		1957
Wrangler	P Wright	M A N	Jul-53

ARTISTIC LICENSE

It must be noted that some of the member's interpretation and building of Vintage Team Race models obviously subject to abundant 'artistic licence'.

For some absurd reason the BMFA handbook states a plus or minus 10% and this quite honestly is ridiculous. Obviously there are varying skills in our particular discipline, but +/- 10% is a massive allowance!

The plan of a Vintage A, B and 1/2A are drawn to size alternatively a scale is indicated and therefore can be sized when enlarging etc, but the outline in every view remains proportional.

Surely the builder refers to the 'master' drawing as the build progresses and 'shadow' the outline over the drawing at the very least.

How on earth can a model, which shows 2" spinner be shaped and blended to a spinner nut? Why are fuselages only just complying with the minimum depth and height gauge?

Are the builders of these models just trying it on to see just how far they can bend the rules? Perhaps the day will come when like a tank check when oversize an undersize model will be DQ'd.

Interestingly a most significant rule change occurred at the last VTRSIG AGM – moving the position of the wing. Amazingly the +/- ruling was not mentioned nor the fact that most models are now being built with total disregard to the sharp end of the model.

Who will be brave enough to actually stop this degradation? Hopefully the scrutinizers at this year's National Championship.

Contact for further information:

M ORCHARD, D WARD, D HART, T McDONALD, S ROBINSON

STREAMLINING

I am not aware of any recent articles written specifically about the streamlining of Vintage Team Race models.

The cooling of the motor is well documented by George Aldred and I remember Dave Clarkson writing a short piece in a 70's Aeromodeller.

In all of the Vintage racing classes we hang the wheels and undercarriage out in the fresh air. We all know that we only need one – mono wheel to do the job but rules prohibit.

So why are we not streamlining? Are we expecting our models to have heavy landings or are the surfaces we are racing on not good enough to promote the use of spats. Perhaps we should be experimenting with - at the very least – 'tear dropping' the undercarriage legs with a fillet of shaped balsa?

I do recall the Open Good Year team Catlow- Jephcot - having their mono wheel partially spatted. This was probably a fibreglass moulding (a material not allowed in VTR) but has anyone tried a plunge moulded spat from acetate? Ala canopies.

I am sure there will be an increased speed advantage, but how much? In the rough and tumble of racing how venerable would these projections be? Not forgetting jettisoning is a DQ. Obviously they need to be removable for repair and for rough surfaces, including grass could be accommodated.

Many VTR models already have the usual wing and tail fillets and 'thinning' at the cowl and fuselage. Blended tail feathers are another area to receive attention, as is the hinge of the elevator. Ken Newbold still uses the sewn thread method (the most durable method) but cleverly burry's the stitching so it is flush with the tail surfaces. The use of specially made prop-shaft extensions has allowed smaller frontal areas and enables directed air ducting and flow.

Laminar flow has been with us for some years and the best configuration others and I have found is the 60/40% ratio. A well-carved wing light and stiff and not too thin is the optimum. Experiments with 'sharp' leading and trailing edges and conversely well- rounded leading edges have not shown any significant advantage. Too thin or not stiff enough wing blank results in an awkward curling up of the wing as lift versus weight take over – not good.

I would be interested to hear of the experience and or experiments that other members have had. Or if you disagree ?

roger_reese@dolphin-mail.co.uk

WHAT TYPE OF CARBURETTOR MISTER?

I have noticed quite a variety of 'homemade-designed' carburetors lately and this I believe was a result of our 'Aussie' friend, Mr Duggan's relentless campaigning for the use of peripheral carbs. These were documented 'in use' prior to 1957. Subsequently the VTRSIG, after some considerable deliberation - allowed this modification. A flurry of Cox and Super Tigre type carbs were quickly fitted to the already under choked Oliver Tiger / CS and immediate improvements were obvious. Speed was increased and the frontal areas of most models became more streamlined with the needle valve assembly being approx 6mm further away from the propeller. This has migrated to the other classes and developments have abounded. A neat early version pioneered by the Haywood team involved an OS 10 R/C carb 'T' needle valve being fitted to the outboard side of the venturi working as a 'wick feed', this increasing the throat size appreciably.

The latest carb to shock the VTR world is that which is fitted to the Rothwell Tiger. Trumpet in shape and beautifully made from aluminium. A series of very small holes identify it as a peripheral carburettor and others are copying it and I am sure tried on other variants and in other classes.

Ken Hewbold has had a great success in making his PAW 1.49 TBR go extremely fast (20.5 secs for ten) 88 mph - consistently and making the 50 necessary laps. I have asked him if he was prepared to detail his design and he confirmed he would oblige with a drawing.

On the Vintage B front, Alex Delgado has been using a remote needle valve on his Enya 'ala' the new OS series. This mounts the remote assembly at the rear of the motor and a tube 'drip feeds' the much enlarged venturi. To date this has proved inconsistent – but fast when it does go.

I recall Stuart Robinson running his fuel pipe from outboard to inboard feed. Not sure of the benefits, but a very fast MkIV powered him and Barrie Pickles to many a Vintage A win.

Dennis Ward developed the Super Tigre variant of Carburettor and these worked extremely well with notable speed improvement. I still have a couple of these examples.

If know of other variants or want to comment, please do call / email Dick or me.

SAM 35 VINTAGE SPEED, RULES

SAM 35 VINTAGE SPEED, RULES.

1/ MODEL : Any control line model, kit or plan, published by 31/12/1958.

2/ ENGINE : Classes 1 to 8. : Any, produced or in production at 31/12/1958. Later derivatives i.e. manufacturers developed versions using largely interchangeable components are permitted. Specifically excluded are engines incorporating technology not commercially available in the model aeroplane world at 31/12/1958.

3/ FUEL : Unrestricted within BMFA safety rules.

4/ PROPELLOR : Wood, Plastic, GFRP, Carbon. NO metal.

5/ ENTRANT : SAM or BMFA Members who must be builder of the model. Proxy pilots permitted.

6/ NUMBER OF ENTRIES : Competitors may enter more than one model in any class. However, only the fastest model in the class may count for points toward the annual awards. Points will continue to be awarded to the model, NOT the entrant.

7/ TIMED DISTANCE : One half mile for all classes, timing to commence two laps after pilot's ready signal, with the exception of Proto Speed which is timed from the moment of release.

8/ TEST PULL : Model, lines, handle to be pull tested prior to each flight, as chart. Safety straps to be worn between handle & wrist.

9/ VERIFICATION : The entrant will provide necessary documentation to verify both model and engine.

10/ NUMBER OF FLIGHTS : Three flights per model per contest. Each flight may consist of two attempts. An attempt may be called by the Organiser if a model fails to become airborne within 5 minutes, or if the pilot fails to give a ready signal.

11/ TIMING : Ideally there will be two watches, time used being the average of the two. If difference exceeds 0.2 secs, entrant will be offered choice of slowest time or a re flight.

12/ WHIPPING or leading the model is prohibited during the timed run. Control handle must be held against the chest or chin. Shortening the flight path in any way or whipping will result in a "no flight" being recorded. Proto models may be whipped for one lap on take off, handle to be on chest as 1 lap is completed.

13/ EACH CONTEST will be a handicap event for eight capacity classes, each using the existing class record as a target. Highest percentage of class record wins the contest. As a class record is exceeded, the new time is used as the target at following competitions.

14/ PROTO SPEED RULES : Any control line model, kit or plan, resembling a full size aircraft, having a full fuselage, a cockpit or cabin in proportion, a completely cowled engine and fixed two wheel undercarriage, published by 31/12/1958.

Engine capacity .1526 to .300 cu in piston displacement.

15/ ANNUAL AWARDS : A/ The George Aldrich Trophy.

1. Awarded annually to the model and entrant scoring highest points total in SAM 35 Vintage Speed Contests.
2. Points will be awarded on a descending scale for places one to six at each event during the year, first scoring six points. An additional point will also be awarded to each model exceeding the class speed record.

B/ The Spark Award.

1. Awarded annually, but for the highest aggregate points score by a spark ignition model. If no points scored, it may be to model scoring highest percentage of class speed record during the year.

16/ CLASS SPECIFICATIONS :

Class	Capacity (Cu in/ cc)	Max Weight (Pounds)	Line Length	Line Dia.	Test Pull (Pounds)	No of Laps.
1/	.051/ 0.9	0.75	35' - 0"	2 x .008"	8	12
					1 x .012"	10
2/	.10/ 1.64	0.75	42' - 0"	2 x .008"	12	10
					1 x .012"	15
3/	.15/ 2.5	1.0	42' - 0"	2 x .010"	18	10
					1 x .016"	22
4/	.213/ 3.5	1.0	52' - 6"	2 x .010"	16	8
					1 x .016"	20
5/	.305/ 5.0	1.5	52' - 6"	2 x .012"	35	8
					1 x .020"	45
6/	.49/ 8.2	2.5	60' - 0"	2 x .016"	40	7
					1 x .024"	50
7/	.61/ 10.00	2.5	60' - 0"	2 x .016"	60	7
					1 x .024"	75
8/	PROTO	1.5	52' - 6"	2 x .012"	35	8
					1 x .020"	45

Models weighing in excess of those quoted above will be allowed to fly subject to discussion and an increased pull test.

Notes : a/ Line length is measured from centre of handgrip to centre of crankshaft of engine.

b/ Line diameters shown are minimum and are single strand piano wire. Multi strand wires may need to be larger in order to pass the pull test.

c/ Class records are listed in Appendix "A" to these rules. The Appendix will be updated and re - published annually, at the end of each season.

January 2001.

IN MEMORY OF WAYNE TRIVIN



Wayne Trivin's beautiful F2CN Model and home built engine. Wayne passed away late last year.

Dick Hart
2115 Gunwale Circle
Willis, Texas 77318
U.S.A.



Self adhesive decals available from Dick Hart for 50 pence each. SHARSTON decal proceeds go to the Barton Center for Control Line Excellence. VTRSIG decal proceeds go to the Vintage Team Race Special Interest Group.

Newsletter Editor – Roger Reese

Newsletter Publisher – Dick Hart

