



# THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 169

Produced by the Victorian Control Line Advisory Committee



October 2012  
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**Copy Deadline for next issue is:  
Wednesday October 17th 2012  
PRODUCTION SPECIFICATIONS**

Please remember when submitting copy that if you have access to a PC, or suitable typewriter you can save me retyping by giving me your items pre typed, and please use a good black ribbon for best reproduction.  
**Best of all is to send a CD or use Email**

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



## COMING EVENTS



### VICTORIAN CONTROL LINE CONTEST CALENDAR 2012

DATE	EVENT	CLUB
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Oct 6-7	Ringmaster Fly a Thon	Everywhere
Oct 14.	Vintage Combat, F2B stunt.	CLAMF
Nov 10.	Re-union event. Details to be finalised.	

All past and present members are invited to attend. CLAMF

Nov 11.	<b>Classic FAI T/R</b> , Burford A T/R.	CLAMF
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Dec 9.	<b>Speed, F2F T/R</b> , Nats Practice.	CLAMF
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Events will be flown in order of printing.

Events in **Bold type** will be flown over hard surface.

**CLAMF** Frankston Flying Field, Old Wells Rd, Seaford (Melway 97J10), 10.00am start  
Contact :- G. Wilson (03) 9786 8153,  
H. Bailey (03) 9543 2259

Email :- [clamf@ozemail.com.au](mailto:clamf@ozemail.com.au)  
Web site :- <http://clamf.aerosports.net.au/>

**KMAC** Stud Rd. Knoxfield (opposite Caribbean Gardens) (Melway 72 K9) 10.00am start.  
Contact: Peter Koch 0413222046 or  
Steve Vallve 0409935358  
Stadium Drive, Keilor Park Recreation Reserve, Keilor. (Melways ref 15 C 5). Regular flying days 1st and 3rd Sundays each month 10.30am start.

**CLAG** CLAG has decided to not run any competition events this year, we will however provide assistance and support to KMAC and Frankston as we can.  
CLAG has monthly fly-ins at the Moe Race Track every first Sunday of the month.  
Contact :- Craig Hemsworth Mob 0433 809 862  
Email :- [chemsworth@childhood.org.au](mailto:chemsworth@childhood.org.au)

The Brimbank Falcons Control Line Model Aircraft Club has been amalgamated with KNOX Model Aircraft Club. Members from BFCLMAC where they have elected to renew have joined KMAC. The relevant forms have been submitted to Corporate Affairs. BFMAC Assets will be transferred to KMAC. Brimbank Council has been contacted and permission to continue to use the field and Softball Pavilion at Keilor Park has been granted. Please delete any reference to Bimbank in your publications and websites.

We would like to think that improvements we are hoping to make over the next 12 - 18 months will encourage more events to be hosted at our sites.

The KMAC Office bearers for 2012-13 are:  
President: Peter Koch - Mob: 0413222046  
Home 97296812 Email [peter.koch@live.com.au](mailto:peter.koch@live.com.au)  
Vice President: Ken Taylor Home 97380525  
Secretary: Steve Vallve - Mob: 0409935358  
Home 94390195 Email [steve.vallve@gmail.com](mailto:steve.vallve@gmail.com)  
Treasurer: Bruce MacKay - Mob: 0418380014  
Home 98874928 Email [bruce@bpmac.com](mailto:bruce@bpmac.com)



## COMING EVENTS



### C.L.A.S. CONTEST CALENDAR 2012

DATE	EVENT	CLUB
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Sun 7 Oct	GORDON BURFORD DAY (Details TBA)	KMFC
Sat 27 Oct	Combined Speed.	

(Contact Ron Blomberry Ph: 9956 5952)

SSME

Sun 28 Oct	Phantom, Vintage A, Vintage B, Bendix T/R and Diesel G/Y	SSME
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Sun 4 Nov	F2B Aerobatics SAT (Ashford Road, Milperra)	
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Sun 4 Nov	Combat. 1.6cc, Slow and Vintage.	KMFC
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Sun 11 Nov	Combined Speed	
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(Contact Ron Blomberry for details Ph: 9956 5952)

SSME

Sun 18 Nov	Cardinal Stunt and Classic Stunt.	
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(I. Smith Ph: 024975 2292) NACA at CCMAC

at Rutley's Road Mannering Park

Sun 25 Nov	Vintage T/R and Diesel Goodyear	KMFC
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Sun 2 Dec	KMFC CHRISTMAS PARTY	KMFC
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Sun 9 Dec	F2B Aerobatics Doonside. (Whalan Reserve)	
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CCMAC- (Rutley's Road, Mannering park.)

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

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

CCMAC at Rutley's Rd, Mannering Park)

SAT- (Sydney Aeromodelling Team) - "Duck  
Pond", Ashford Road, Milperra.

SSME - (Sydney Society of Model Engineers) -  
Model Park, Luddenham Rd, Luddenham.

MDMAS - (Muswellbrook District Model Aero Sports  
Inc.) - Mitchell Hill Field, New England Hwy,  
Muswellbrook

DOONSIDE- (To be held at Baseball Diamond, Whalan  
Reserve)

The views and opinions expressed in ACLN do not necessarily reflect those of the Editor or Committees of Clubs or of the members of the Club represented in ACLN but are those of the respective authors.

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

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

Subscribers are reminded that they can receive Australian Control line News by email at no extra cost. This option would allow you to view the pictures in colour as soon as it is ready to be sent to the printers for publication.

If you would like to use this option just make a request to the Editor by email.



## Adelaide Aeromodellers Club 2011 Events Calendar

### 2012 Events Calendar

11. Grass Rat and Sabre Trainer Racing – October 13th
12. Peacemaker / FliteStreak Stunt– November 17th

#### Notes:

1. All AAC events are at Unley Rd City opposite BMX Park.
2. Dates are provisional and to be confirmed.
3. Start time of all competitions will be advised in separate 'flyer'.
4. All entrants must be MASA / MAAA members with a valid membership card.
5. Safety straps required on all handles in all events.
6. Mufflers mandatory on all glow motors 2.5cc and above.
7. MASA noise limit (96 dB) applies to all motors.

For further info contact Mal Dyer tel. 8186 1135

### **2013 MAAQ Control line State Champs**

*(Inc 2014 WC Team Selections)*

**2-3 March**

*(MAC Maryborough)*

*(Fields available Friday 1-3 for practice)*

**Aerobatics** : - F2B (2014 Wc selection)

: - Vintage Aerobatics

: - Classic Aerobatics

: - CL/FF Fun Fly (to be advised)

*(Other events may be possibly offered at MAC pending availability of circles)*

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**4-5-6 May**

*(Clasi-Ipswich)*

**Combat** : - F2D (2014 Wc selection)

**Racing** : - Grass racing and other combat events.

*(To be advised by Clasi)*

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**20/21 July**

*(Larcs-Logan)*

**Team Race** : - F2C (2014 Wc selection)

**Speed** : - F2A (2014 Wc selection)

**Racing** : - "Z" Class".(Grass)

**Scale** : - "Stand Off Scale"

\*\*\*\*\*Final events and programme will be made available late 2012

## RINGMASTER FLY-A-THON

Saturday 6 October 2012, all day from 8:30 am

At the KMFC flying field, St Ives Show Ground.

This is an Annual World-Wide event for the Ringmaster design control line model designed in about 1950.

The idea of this event is to record as many flights of models of this design in two days, recorded world wide. Last year we achieved 79 flights, with 7 models and 17 pilots in one day. World wide there was something like 1500 flights.

Our aim this year is to exceed 200 flights at KMFC. So we need many more pilots and more models. So far we have 10 models ready to fly. We need more, so dig out that old Ringmaster buried deep in your shed and get it back to flying condition. OR do what I have just done, I built 2 more and powered them with old Fox 35's.

We will conduct this event at our Ku-Ring-Gai flying field as part of our normal Saturday flying on Saturday 6 October 2012 starting about 8:30 am and finishing when we have all had enough, possibly about 4:00 pm.

You are invited to join in as a helper, pilot, encourager, BBQ operator, amused spectator or in any way to help us exceed 200 flights for the day.

We will have a BBQ lunch, tea or coffee for a nominal donation, and soft drinks will be available for a nominal price.

It will be on rail, hail, wind or shine.

We will do our best not to disturb modellers not involved, but we will appreciate it they join-in and fly a couple of the Ringmasters.

Please contact Dennis PERCIVAL on 4363 2059 or [e.s.solutions@bigpond.com](mailto:e.s.solutions@bigpond.com) and register your interest so I can make appropriate preparations.



*Models flown last year.*

*Owners being; Rick Bonomo, Dennis Percival,  
Barry Franklin and Bill Swan.*



## VINTAGE A COMES OF AGE!

Just 3 years after the very first VTR race in Australia took place at Moorabbin Airport in October, 1988, the first Vintage A Team Race at the Nationals was held in Bendigo in 1991. We've now had over 21 years of amazingly good racing in this highly popular class!

It was more than 10 years after that historic race when Classic B made its debut at the 2002/3 Nats. Since those heady days, these popular A & B Team Race events have provided the thrills, spills and brand of super close racing that all T/R enthusiasts crave.

Looking through the list below will no doubt bring back vivid memories of people who flew back then and have not been seen since. Some races were super close and others won by the length of the proverbial main straight. Above all, the flying in Vintage A has always been highly competitive and often fast and furious.

The evolution of engines is reflected in the race times with the original Ollies and Taipans getting the event underway. Then a generation of modified CS replica Olivers became the gun engine, followed by the amazing Timmy Tigers and then the mighty Rothwell R250 that has dominated the event since its introduction early in the 21st Century.

Models have also moved along the development path with the larger and heavy models of the 90's giving way to smaller, lighter and faster aircraft like the Dimpled Dimpling.

The fastest Nats winning time ever in VTR was posted back in 2007/8 when Rob Fitzgerald and Paul Stein had a 6.42.79 next to their names. That time has been beaten on many occasions at State level, but never at the big one. With World Champs F2C finalists Murray Wilson and Mark Poschkens recording a 3.08 heat at the last Nats in WA, a new record may not be far away.

Classic B's fastest winning Nats time is a 6.03.82, also by Rob Fitzgerald and Paul Stein followed by Murray Wilson and Mark Poschkens with a 6.07.13 over in Perth. Next quickest is a 6.09.10 by Richard Justic and Mark McDermott. Again, this record is up for grabs with that time being belted at State and Club events. You have to perform well at the Nationals when it really counts!

With the countdown well and truly underway for the upcoming 66th Nationals at Albury, it's a good time to take a look and reflect on the results of Vintage A & Classic B races at all the previous Nats.

## VINTAGE A NATS RESULTS

### **1990/91 Bendigo**

1. Ellins/Van Meurs	9.30.6
2. Hallowell/Lever	9.32.0
3. Heirn/R. Wilson	9.48.6

### **1991/92 Waikerie**

1. Ellins/Van Meurs	7.32.7
2. Hunting/Hunting	8.04.2
3. Wilson/Hipperson	8.11.5

### **1992/93 Bundaberg**

1. Hunting/Hunting	7.50.01
2. Wilson/Ellins	8.21.12
3. Haynes/Fry	9.39.94

### **1993/94 Wagga Wagga**

1. Wilson/Ellins	7.48.07
2. Hallowell/Korhonen	8.07.94
3. Lee/Coombes	DNF 172

### **1994/95 Mundijong**

1. Kirton/Stone	8.20.7
2. Bertina/Morrow	8.24.5
3. Haynes/Fry	8.58.3

### **1995/96 Ballarat**

1. Deason/Deason	8.27.59
2. Hunting/Hunting	7.53 DQ
3. Potter/Duggan	8.09 DQ

### **1996/97 Darwin**

1. Scott/ Potter	7.45
2. Fry/Taylor	8.32
3. Stivey/Kirton	8.53

### **1997/98 Waikerie**

1. Wilson/Ellins	7.33.67
2. Howser/Stein	8.06.52
3. Bailey/Heirn	9.21.87

### **1998/99 Toowoomba**

1. Fitzgerald/Stein	7.27.78
2. Kromin/Duggan	7.30.99
3. Simpson/Prior	7.49.63

### **1999/00 Nowra**

1. Potter/Kerr	6.58.76
2. Justic/Duggan	7.15.19
3. Camps/Pilgrim	7.23.60

### **2000/01 Busselton**

1. Langworth/Bertina	7.08.49
2. Kirton/Stone	7.45.43
3. Fry/Taylor	8.22.20



**2001/02 Albury**

1. Fitzgerald/Stein	7.06.70
2. Camps/Pilgrim	7.12.67
3. Hallowell/Baddock	7.51.46

**2002/03 Albury**

1. Hallowell/Baddock	7.12.78
2. Camps/Pilgrim	7.33.00
3. Justic/Kerr	7.48.31

**2003/04 Busselton**

1. Wilson/Ellins	7.36.69
2. Kirton/Stone	7.43.50
3. Hallowell/Fitzgerald	DQ 149

**2004/05 Richmond**

1. Hallowell/Baddock	7.03.6
2. Potter/Hoggan	7.04.2
3. Camps/Pilgrim	7.19.3

**2005/06 Murray Bridge**

1. Simons/Potter	6.49.5
2. Hallowell/Baddock	6.54.0
3. Wilson/Ellins	6.58.2

**2006/07 Albury**

1. Fitzgerald/Stein	6.42.79
2. Wilson/Ellins	7.08.15
3. Pretty/McDermott	DNF 133

**2007/08 Perth**

1. Letchford/Walton	7.39.13
2. G.Wilson/Ellins	8.21.34
3. Bellis/Gannon	9.17.15

**2008/09 Albury**

1. Potter/Harvey	7.13.50
2. Wilson/Ellins	7.21.88
3. Bailey/Poschkens	9.17.15

**2009/10 Albury**

1. Fitzgerald/Stein	6.57.20
2. M.Wilson/Nugent	6.57.25
3. G.Wilson/Ellins	DNF 91

**2010/11 Dalby**

1. Rothwell/Sculley	6.57.72
2. G.Wilson/Bailey	7.20.31
3. R. Bellis/B. Bellis	DNS

**2011/12 Perth**

1. M.Wilson/Poschkens	7.00.37
2. G.Wilson/Ellins	7.07.48
3. Bellis/Gannon	DNF 127

**CLASSIC B NATS RESULTS****2001/02. Albury**

1. Hallowell/Baddock	6.29.50
2. Ray/Ray	6.59.34
3. Hunting/Hunting	7.48.92

**2002/03 Albury**

1. Hallowell/Baddock	6.19.93
2. Wilson/Ellins	6.34.55
3. Justic/McDermott	6.37.43

**2003/04 Busselton**

1. Hallowell/Fitzgerald	6.19.37
2. Wilson/Ellins	6.33.47
3. Thompson/Bertina	7.17.80

**2004/05 Richmond**

1. Hallowell/Baddock	6.22.0
2. Wilson/Ellins	6.42.0
3. Bailey/Ray	7.01.4

**2005/06 Murray Bridge.**

1. Hallowell/Baddock	6.30.9
2. Thompson/Bertina	7.04.2
3. M.Wilson/Smith	7.54.4

**2006/07 Albury**

1. M.Wilson/Smith	6.12.31
2. Hallowell/Baker	6.26.21
3. G.Wilson/Ellins	8.20.27

**2007/08 Perth**

1. Hoogenkamp/Leknys	6.47.42
2. M.Wilson/Fitzgerald	6.51.85
3. G.Wilson/Ellins	6.52.20

**2008/09 Albury**

1. Justic/McDermott	6.09.10
2. Hallowell/Baddock	6.15.53
3. M.Wilson/Smith	6.56.46

**2009/10 Albury**

1. Fitzgerald/Stein	6.03.82
2. McDermott/McDermott	6.11.13
3. G.Wilson/Bailey	6.33.22

**2010/11 Dalby**

1. G.Wilson/Bailey	6.33.22
2. Hallowell/M.Wilson	6.43.06
3. McDermott/McDermott	DNF 50

**2011/12 Perth**

1. M.Wilson/M.Poschkens	6.07.13
2. G.Wilson/Fitzgerald	6.43.54
3. T.McDermott/Williams	DNF 37



## AEROMODELLERS OF LOGAN CITY Control Line Group (Division of LARCS)

Aeromodellers of Logan City or ALC as we are known, is still alive and well. As you can see the club is now a part of LARCS.

In May 2011, ALC was evicted from its previous location due to Logan City Council requiring the land for future development. Alma Park Zoo was moving next to the site plus an Eco Display Village was to be constructed on the site. ALC had two choices, find another location or wind up the club.

The second situation was not considered. Fortunately LARCS came to the rescue with an offer to move down to their field. In July 2011 we relocated about 300 meters north of the LARCS facilities.

Over the last twelve months and with a lot of help from LARCS and our own members, plus a decent relocation grant, we now have three grass circles and a fourth under construction, plus we have secured the use of the existing hard stand up the "Top Field". In total we have five circles. We also have a large storage shed and covered relaxation area plus an 18 meter covered and concreted pit area.

The facilities that are in place now are far superior to the facilities that we previously had at the "Top Field". In time we envisage that the new facilities will be the best in the state, capable of holding State Champs, East Coast Champs and Nationals.

## 2012 STATE CHAMPS

This years State Champs is the first time in many years that they have been diversified due to the disruption caused by the relocation of ALC. The events have been spread over five clubs and part will be held on the 22nd and 23rd of September. We will be facilitating FAI F2A, F2C plus Open Rat, Z Class and.....wait for it.....STAND OFF SCALE.

There has been a fair amount of interest shown over the last year or so in resurrecting this event. There are at least three members of ALC that will be entering models plus a couple from Thunderbirds and possibly a couple from CLASI. It would be nice to see some entries from interstate as well. It would be great to see some Control Line Scale Models in the air again. This event has not been seen at the State Champs for some time now.

So guys, get your entries in. The club will be providing a BBQ lunch and possibly breakfast on both days, plus hot and cold beverages, at a small price of course. We also hope to offer camping facilities on site for interstate and out-of-town visitors, with the approval of Logan City Council and the LARCS Committee.

If anyone needs further information please give the undersigned a call, or if you would like to visit the facilities, we are located at the end of Chetwynd Street, Loganholme, Brisbane, Qld., 4129. Just call to arrange a time to visit.

Brian Cochrane  
Control Line Representative – LARCS/ALC  
Ph: 0412-861036  
Email: [brian.cochrane@bigpond.com](mailto:brian.cochrane@bigpond.com)

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**Quote from the minutes of the VMAA Executive meeting held on 13th September 2012.**

Nationals - Paul Winter (MAAA President)

The MAAQ has advised the MAAA that thy will not be hosting any further Nats at this point in time.

Therefore the Nats will now only circulate thru 3 States, NSW, Vic and WA.

**Newsletter Editor  
Harry Bailey.  
37 Thompson Street  
Clayton 3168  
Victoria**

# Control Line World Championships

## F2A - INDIVIDUAL RESULTS

### Placed Comp

No Competitor ID	R1k/ph	R2k/ph	R3k/ph	R4k/ph	BESTk/ph
1 PARRAMON, Lluís ESP	302,4	0,0	281,3	299,0	<b>302,4</b>
2 MORRISSEY, Ken GBR	300,9	0,0	299,0	302,0	<b>302,0</b>
3 OSOVYK, Oleksandr UKR	296,9	300,1	300,4	300,7	<b>300,7</b>
4 VALISHEV, Alexander USA	0,0	0,0	292,4	299,9	<b>299,9</b>
5 HALMAN, Peter GBR	293,7	299,6	297,7	298,4	<b>299,6</b>
6 DODGE, Carl USA	295,7	294,6	297,2	299,6	<b>299,6</b>
7 ELEKES, Imre HUN	292,3	298,3	299,0	296,1	<b>299,0</b>
8 EISNER, Paul GBR	291,3	291,8	298,6	297,7	<b>298,6</b>
9 GROSSI, Luca ITA	292,2	291,5	290,3	296,6	<b>296,6</b>
10 KALMAR, Sandor HUN	286,3	280,5	296,4	0,0	<b>296,4</b>
27 KERR, Andy AUS	277,7	284,0	275,0	282,4	<b>284,0</b>
33 WILSON, Murray AUS	279,1	279,7	0,0	0,0	<b>279,7</b>
34 JUSTIC, Richard AUS	265,5	0,0	277,8	0,0	<b>277,8</b>



Richard Justic, Andy Kerr, Murray Wilson



Andy Kerr during one of his flights.

## F2C - TEAM-RACING Individual Results

Place	NAME Surname	Nation	Heat 1	Heat 2	Heat 3	Semi 1	Semi 2	Final
1	ANDREEV, Sergey / VOROBYEV, Oleg	RUS	34 laps	3 : 11,0	3 : 07,9	3 : 08,9	3 : 07,8	6 : 19,1
2	FITZGERALD, Robert / ELLINS, Mark	AUS	91 laps	3 : 06,7	3 : 20,5	3 : 12,0	3 : 05,4	6 : 22,8
3	WILSON, Murray / POSCHKENS, Mark	AUS	3 : 08,9	3 : 09,8	3 : 54,3	3 : 12,7	3 : 05,6	136 laps
4	DOZHIDAEV, Sergey / DUKOV, Viacheslav	RUS	3 : 18,1	3 : 20,7	3 : 07,0	3 : 08,6	67 laps	
5	OUZEN, Thierry / SURUGUE, Roland	FRA	3 : 18,1	3 : 29,3	3 : 07,8	3 : 09,0	3 : 12,7	
6	MARY, Wellington / RODRIGUES, Walimir	BRA	3 : 29,9	33 laps	3 : 11,5	3 : 16,9	3 : 11,4	
7	SURUGUE, Georges / SURUGUE, Pascal	FRA	72 laps	3 : 12,1	3 : 02,5	3 : 11,6	3 : 13,7	
8	BONDARENKO, Yuriy / LERNER, Semen	UKR	34 laps	35 laps	3 : 11,8	3 : 12,1	3 : 26,2	
9	MAKARENKO, Volodymyr / FULITKA, Volodymyr	UKR	3 : 36,0	3 : 09,4	3 : 22,3	3 : 13,4	70 laps	
10	SHABASHOV, Yuriy / YUGOV, Victor	RUS	68 laps	3 : 15,3	3 : 12,2	DISQ	3 : 13,4	
11	PERRET, Mathieu / PERRET, Jean-Paul	FRA	3 : 18,0	3 : 27,8	3 : 12,3	3 : 15,2	51 laps	
12	EIFFLAENDER, Chris / BROADHEAD, John	GBR	3 : 16,9	3 : 20,4	3 : 50,8	3 : 58,1		
13	SAVTCHENKO, Igor / CHAYKA, Yuriy	UKR	3 : 15,5	3 : 31,8	3 : 12,2	DISQ	68 laps	
14	POTTER, Geoff / POTTER, Grant	AUS	70 laps	3 : 43,8	3 : 14,7	64 laps		

28 LETCHFORD, Trevor / WALTON, Stephen AUS DISQ 3 : 29,9 3 : 39,7

With three previous World Champions in the Australian team the chances of getting some good results were high. The Rob Fitzgerald/Mark Ellins and Murray Wilson/Mark Poschkens teams had been posting some world class race times in domestic competitions and hopes of success were high.

Grant Potter had teamed up with father Geoff and they were also going to be in the reckoning. The team from Western Australia of Trevor Letchford and Steve Walton were hoping to come up with the good times when they really counted. The M. Wilson/M. Poschkens team had their best F2C model wrecked a week before heading off to Bulgaria when the engine threw a prop blade during a practice flight and destroyed the model.

As the contest progressed, the fans back home in Australia were kept up to date with the proceedings via the facebook page (F2OZOS) that had been set up by Fiona Wilson.



The heat times of 3:06.7 for Fitzgerald/Ellins and 3:08.9 for Wilson/Poschkens allowed them to progress through to the semi final stage of the competition. The time of 3:08.7 for Wilson/Poschkens was all the more exceptional considering that they had three pit stops during the race.

In the semi final stage it was the Australians that once again topped the scoreboard times with as little as 0.2 of a second between them. One of the semi final teams failed to turn up at the race circle on time so the next highest timed team of Potter/Potter were called to make the numbers in a three up race which gave them an unexpected extra chance to grab some glory and make the final. (Imagine the prospect of a world final with three Australian teams). Unfortunately the race for Grant and Geoff ended with a disqualification when whilst coming in for a pit stop the catch was missed and the model ran into the circle at 64 laps. Following closely behind the Australian teams were the Russian pair of Sergey ANDREEV/ Oleg VOROBYEV with a time of 3:07.8.

The stage was now set for a cracking final without a clear favourite. The final can be seen on you-tube at [http://www.youtube.com/watch?v=hvOI\\_trziGU&feature=relmfu](http://www.youtube.com/watch?v=hvOI_trziGU&feature=relmfu)

All teams were flying well and at a very even pace. During a pit stop at 136 laps, disaster struck the Wilson/Poschkens team as Mark had the model pulled out of his hands beyond his reach for retrieval and they were left to sit out the rest of the race as spectators.

The remaining Russian and Australian teams continued to race through to the conclusion of the 200 lap race and in the end it was Andreev/Vorobyev of Russia recording a time of 6:19.1 that took the gold medal edging out Fitzgerald/Ellins by just over one lap and a time difference of 3.7 seconds.

A fantastic achievement for all concerned.



*Mark Ellins in action with Grant Potter acting as spotter.*



*F2C prizegiving*



*The full Australian F2C team in Bulgaria.*



## F2B - AEROBATICS

		Circle A		Circle B					Result
		Flight 1	Flight 2	Flight 3	Flight 4	Fly off 1	Fly off 2	Fly off 3	
1	BURGER, Igor SVK	1020,30	1095,80	928,76	1057,76	1099,15	1086,75	1087,03	1093,09
2	SCHREK, Alexander SVK	1018,70	1066,20	891,50	1017,26	1056,71	1043,56	1050,45	1053,58
3	VEJMOLA, Jiri CZE	1012,23	1086,40	923,26	988,90	1021,43	1049,13	1040,11	1044,62
4	WALKER, Paul USA	981,70	1066,10	949,60	1012,46	1040,16	1041,38	1026,45	1040,77
5	FITZGERALD, David USA	947,93	1046,56	839,66	1013,20	1025,33	1036,25	1032,85	1034,55
6	HAN, Xin Ping CHN	957,76	1033,83	931,06	980,23	1019,75	1016,50	1046,06	1032,90
7	YAKOVLEV, Evgeny RUS	962,20	1078,66	908,93	966,50	1037,23	1012,50	1017,40	1027,31
8	YATSENKO, Andrii UKR	1038,96	1065,40	924,96	956,37	1024,71	1027,88	306,40	1026,29
9	HERNANDEZ, Orestes USA	929,36	1031,73	923,83	1004,50	1005,83	1020,45	1031,60	1026,02
10	NOGOME, Shoichiro JPN	1009,13	1050,90	930,23	1009,33	193,90	1021,53	1027,73	1024,63
11	GUO, Shu Jun CHN	938,36	1036,80	861,26	966,06	1010,20	1010,36	1033,23	1021,79
12	YATSENKO, Yuriy UKR	979,40	1061,00	761,56	993,70	1023,98	1005,38	1003,73	1014,68
13	YANG, Jun CHN	961,06	988,56	870,63	1011,23	1004,80	1001,60	1018,60	1011,70
14	BYELKO, Sergiy MDA	898,96	1015,80	876,36	997,26	998,35	972,60	1015,31	1006,83
15	RODRIGUES, Bene BRA	975,10	1033,76	816,93	983,30	1023,25	980,43	986,91	1005,08
36	BOND, Russell AUS	839,53	937,26	806,96	917,40				1854,66
55	ANGLBERGER, Peter AUS	0,00	901,56	480,90	0,00				1382,46



Comment on Facebook:-  
Peter Rd 4 901pts, decided to rejoin contest after several practice flights with Russell's spare model.

## F2D - Combat

Place.	Name	Nat.	1	2	3	4	5	6	7	8	9	
1	RASTENIS, Audrius	LTU	W	W	W	W	W	W	L	W	W	
2	TRIFONOV, Igor	WCH	W	W	L	W	W	W	W	W	L	(W)
3	DEMENTIEV, Igor	MDA	W	L	W	W	W	W	W	W	L	(L)
4	CULACICHIN, Stanislav	MDA	W	W	W	L	W	W	W	L	-	
	LINWOOD, Tom	AUS	W	W	L	W	L	-	-	-	-	
	BELLIS, Bruce	AUS	L	L	-	-	-	-	-	-	-	
	COMISKEY, Michael	AUS	L	L	-	-	-	-	-	-	-	

Comment on Facebook from Tom Linwood after his second loss:-

Today's result was bullshit, I was given incorrect information by the centre marshall which affected the way I flew. What we thought was a win turned out to be a loss, due to the centre marshals advice.

We protested because I was given wrong information by an official but the protest was ignored..... I'm out.



# BMFA National Championships 2012

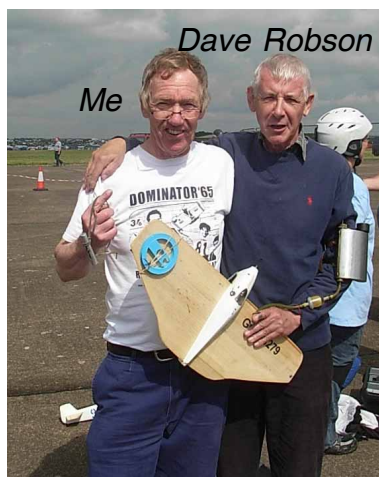
Barkston Heath Airfield in Lincolnshire has a fearful reputation amongst modellers of being known as the "Blasted Heath". I made my second trip there in four years and took a little bit of our Aussie sunshine with me and was rewarded with what was probably the best conditions for a British Nationals in the past ten years. By no means perfect but definitely flyable.

My first intent when organising our holiday was to include competing in the Nationals and then go to Bulgaria as a spectator at the World Championships. When the World Championships venue and dates changed and coincided with the U.K. Nats we had to unfortunately scrub the World Champs from our itinerary.

It would be great if you could just turn up at an overseas competition and fly but in reality that can rarely happen and some organisation has to be done beforehand. It was my original intention to take with me a British legal "Vintage A" and a "Barton B" T/R model. I would have liked to build new models for both events but time restraints restricted me to the solitary build of a new Vintage A. For this project I chose to make "Tomahawk" as I like to have something a little bit different from the crowd. I already possessed a "Galaxie" with an Irvine 25 that I had used at a previous Nationals in 2008 and although it was looking a little worse for wear it was still serviceable.

Team racing requires two team members and as I was the only Australian heading to England I put out a request for a volunteer pitman to team up with me at Barkston. Through a convoluted string of events it eventuated that John Leggott from Sheffield was willing to try his hand at the two classes I intended to fly. John regularly competes as a pitman in F2CN and also flies Vintage Combat but this was to be his baptism in Vintage A and Barton B.

The story then began to take on some new perspectives. As many of the British Nationals competition regulars were going to be overseas in Bulgaria during the last week in August, there was a dire shortage of available pilots to match the number of potential pitmen and models. As a result of this situation I was asked if I would be prepared to pilot models in Vintage B for Mick Orchard, F2CN for John Leggett and F2C for Dave Robson. "Yes please" said I.



On my last visit to the British Nationals I travelled solo and camped in a tent on the airfield. On this occasion I persuaded my wife to come and experience the unique Barkston atmosphere and we arranged accommodation some 20 minutes drive from Barkston Heath at a hotel located in the village of Barnby in the Willows. Other residents included combat legends Richard Evans, Stu Holland and Mick Lewis.

*View of part of the Barkston campground.*



On the Friday evening prior to the model flying activities at Barkston the airfield stops all full size aircraft activities and opens the gates at around five p.m. to the multitude of cars, caravans, campers and all the other facilities that help to make the event what it has become. In the area where the control line events are to take place, a band of willing helpers set about erecting the safety cages, tables and tents in preparation for the next three days activities. A solitary limp wind sock signalled a good omen for the day's proceedings to follow.

Besides the control line activities, there was also plenty of R/C competitions and displays concurrently taking place but my time was taken up with concentrating on my chosen hobby and I failed to take in viewing models from the "dark side".

On Saturday morning, bright and early the sound of two and four stroke engine filled the air. Along the main runway could be



seen various racers, stunters and speed models going through their functions. A couple of carrier decks were in operation on the grassed area. The combat boys were carving up the sky in ideal flying conditions although during the day there were some breaks from flying due to a few downpours and thunder and lightning activity. These occasional interludes gave a good opportunity for some jaw wagging and socialising and buying from impromptu car boot sales. I flew the models I had brought and posted some reasonable times. I was about to fly Mick Orchard's Vintage B but the contest director decided that the rain that was descending was unlikely to stop for some time and so racing was concluded for the day.

Sunday dawned and out came the sunshine. The winds were light and the day was made for flying. A huge swap meet was taking place near the trade village area. Competitions continued at a pace. The schedule that was halted on Saturday was quickly retrieved and by the end of the day it looked like there would not be a repeat of the previous year in which some events were not flown due to the gale force winds. Our flight with the Vintage B model was the fastest in the competition and placed us in the final to be run on Monday. I was kept busy all day Sunday changing from the Vintage racing circle to the main racing circle, constantly changing models and handles. It was a pleasure to fly John's F2CN model but due to us being involved in other events we were unable to get time to obtain a correct running setting. Dave Robson had informed me that his F2C model was not particularly fast but in the heats that we flew in it certainly kept me on my toes.

The following day is when all the racing finals are held. I had missed out of a final berth in Vintage A, Barton B and F2CN but our chances of claiming the Vintage B title were looking very good. Mick Orchard and battery boy Alex Delgado adjusted the model settings for the Enya 29 to accommodate the range brew and we entered the circle. When C.D. Dave Finch gave the start signal we were quickly up and racing. We had the better airspeed and were merrily accumulating the laps until the spinner and prop suddenly parted company with the model and the model glided to a halt. The Enya had broken internals and our race was over.

All good things must come to an end. After all the events were concluded, an army of contractors descended on the airfield and proceeded to remove all the facilities that are required at such a big event.

Prizes and trophies were presented in the main hanger and then we all said our goodbyes.

My special thanks go to all those people that assisted me on my visit and it was great to once again catch up with the control line fraternity in England. I came away with a third place trophy, placed fourth in Barton B (missed final by 1.2 seconds) and fifth and seventh in the others. I would love to get the chance to do it again some time.

Harry Bailey

***I have been able to obtain the following racing results but the BMFA have not as yet published the stunt, speed, combat and other competition results.***

## VTR results at the Nats 2012

### Vintage 1/2A results

1st Toogood/Lewis	4min 09.3sec	3min 55.8sec	8min 40.7sec
2nd Haywood/Haywood	6min 09.7sec	4min 12.8sec	8min 56.0sec
3rd Green/Newbold	3min 59.8sec	4min 01.9sec	188 laps
Nixon/Ridley (T)	6min 15.2sec	4min 48.8sec	



*Toogood, Haywood and Green in the Half A final.*

### Vintage A results

1st Green/Long	4min 00.3sec	3min 18.0sec	7min 03.1sec
2nd Toogood/Lewis	3min 28.7sec	3min 26.3sec	7min 25.1sec
3rd Catlow/Jephcott	3min 44.9sec	3min 41.1sec	55 laps
Isidro/Ridley (J)	3min 45.8sec	84 laps	
Leeman/Blades	80laps	3min 46.9sec	
Ross/Court	4min 13.6sec	3min 50.8sec	
Bailey/Leggott	3min 52.8sec	77 laps	
Andrews/Taylor	34 laps	3min 57.1sec	
Nixon/Ridley (T)	48 laps	4min 10.7sec	
Haywood/Haywood	4min 19.8sec	DNF	
Morris/Tribe	59 laps	DQ	
Lipowski/Swinbourne	28 laps	74 laps	



*First place in Vintage A*

*Charlie Taylor and Julio Isidro.*

### Vintage B results

1st Toogood/Lewis/Toogood	3min 34.7sec	4min 47.6sec	7min 24.5sec
2nd Isidro/Blades/Ridley (J)	3min 46.6sec	3min 36.7sec	149 laps
3rd Bailey/Orchard/Delgado	3min 34.2sec	3min 37.2sec	46 laps
Ross/Court/Bradley	3min 45.3sec	3min 37.0sec	
Green/Long/Newbold	3min 42.9sec	3min 58.5sec	
Andrews/Taylor (T)/Mealing	3min 57.4sec	66laps	
Whitehouse/Watson/Watson	4min 40.6sec	4min 49.9sec	
Taylor/Muscutt/Marsh	5min 04.2sec	DNF	





## Barton B results

1st Catlow/Jephcott/Leeman	3min 18.3sec	DNF	6min 50.2sec
2nd Ross/Court/Bradley	3min 23.6sec	DNF	7min 50.7sec
3rd Green/Long/Newbold	4min 10.7sec	3min 32.2sec	8min 16.0sec
Bailey/Leggott/Delgado	3min 33.4sec	3min 52.8sec	
Nixon/Ridley(T)/Ridley (J)	4min 06.9sec	3min 34.2sec	
Isidro/Ridley (J)/Gilbeault	3min 40.0sec	DQ	
Hill/Rodgers/Hill	3min 47.2sec	69 laps	
Andrews/Blades/Taylor	4min 01.3sec	3min 48.7sec	
Walker/Pear	4min 24.0sec	DNF	
Smith/Bollen/Ganney	DNS	DNF	
Taylor/Banks/Ganney	DQ	DNF	



The Barton B final.

## British Goodyear results

Eyre/Needham	4.18.5	4.10.8	DNF	9.59.1
Ford/Greenwood	4.34.3	4.37.4	4.41.	5 9.26.0
Roberts/Howell	4.54.2	4.44.2	67L	171L
Daglish/Worgan	4.48.2	5.22.0	68L	
Cannon/Cannon	4.51.5	4.51.5	4,52.2	
Ross/Court	5.27.5	4.53.0	5.41.1	
Blakeborough/Tricker	6.04.0	5.11.0	5.11.4	
Cannon/Hutchison	5.17.2	68L	DNF	
Timperley/Bellamy	6.01.0	DNF	DNF	
Swinburn/Swinburn	60L	6.28.3	DNF	
Ford/Lipowski	70L	6.52.0	DNF	
Isidro/Ridley	7.36.3	DNF	DNF	
???/Robson	DNF	DNF	DNF	



Ed Needham

New heat record by Eyre/Needham, good consistency from Ford/Greenwood and an excellent performance from Roberts/Howell to make the final.

A very fast final race decided by the Barkston wind which blew the Eyre/Needham model into the ground costing a very long time to bodge/fix before continuing. Consistency won through, and Roberts/Howell called time when they were the only team not finished.

## Open Goodyear results

Catlow/Jephcott	4.39.1	4.35.4	DNF	9.11.4
Ross/Court	5.05.9	4.19.0	DNF	130L
Eyre/Needham/Needham	5.39.7	4.20.6	4.15.2	5L
Cannon/Cannon	4.40.7	4.38.0	37L	
Ford/Greenwood	5.17.6	5.11.1	DNF	
Gibeault/Hutchison	67L	DNF	DNF	
Timperley/Bellamy	60L	DNF	DNF	
Cooper/Robson	DNF	DNF	DNF	



Jephcott and Catlow

2 Nelsons, 2 Novarossi glow motors and the rest PAW 3.5s, so many ways to choose from! Eyre/Needham/Needham had a warped fin that caused some very hairy take offs and consequent unintended shutoffs - the fastest heat was done with 4 stops! Ross/Court's Nelson spent the weekend quietly munching it's piston, making it impossible to get a consistant setting. Catlow/Jephcott had some bad starts, not helped by the occasional 'senior moment'.

In the final Eyre/Needham were first away and had just completed an overtake and the Barkson wind folded the outboard wing of their model at 5 laps. A spectacular end. Catlow/Jephcott had by now remembered how to start their Nelson and cruised to victory, as Lawrie's Nelson continued to digest it's piston.

## F2CN results

Ross/Eifflaender	4.24.0	4.05.0	3.54.5	8.26.7
Walker/Peart	4.30.1	4.22.1	4.29.6	83L
Smith/Bollen	76L	4.07.4	DNF	DQ (105L)
Daglish/Worgan	3.48.8	4.05.0	DNF	
Bailey/Leggott	4.22.2	DNF	DNF	
Haywood/Haywood	DNF	4.45.3	DNF	
Eyre/Needham	5.35.9	5.42.5	5.17.8	
Riley/Robinson	DNF	71L	DNF	
Timperley/Bellamy	DNF	DNF	DNF	



Surprisingly slow times, with only Daglish/Worgan putting in a quickie using a Moki in a Cuthbert model. Tony Eiff's front valve PAW/Profi hybrid went as good as it does to put in the only other sub 4.

Daglish/Worgan were unable to fly in the final as Martin Daglish had had an attempted break in at home and had to leave before the final as the house was not secure. A straightforward, clean run for Ross/Eifflaender after a line trip incident eliminated the opposition.

## F2C results

Ross/Eifflaender	67L	3.41.0	DQ	DQ	7.21.4
Fry/Whorton	3.49.4	3.43.0	DQ	4.10.9	7.26.8
Toogood/Bollen	97L	3.48.9	63L	DNF	Crashed
Daglish/Worgan	0L	64L	4.04.0	DNF	
Bailey/Robson	4.21.3	12L	4.08.1	DNF	
Riley/Robinson	DNF	DQ	DQ	4.10.0	
Walker/Peart	4.24.0	4.25.1	93L	DNF	

*Malcolm Ross and Dave Fry*



An excellent, very close 2 up final race (Taff's toy didn't get very far), Ross/Eifflaender winning it by 2 laps.

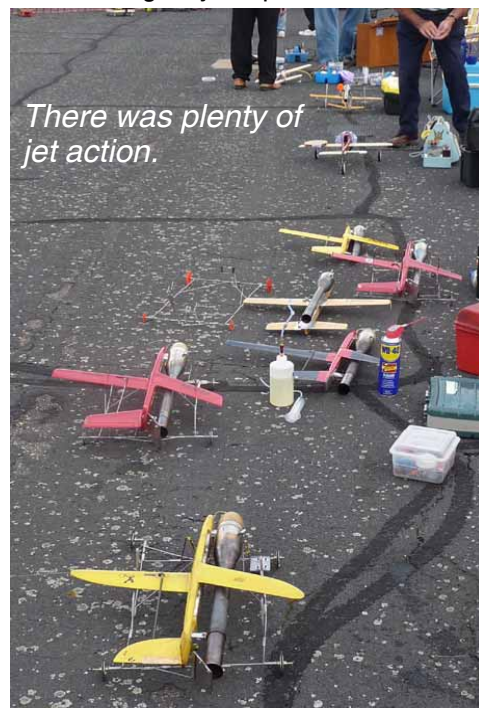
Report by Ed Needham.



*Winning model of F2B Gold Trophy*

*Ist. Henk de Jong 5628.5*

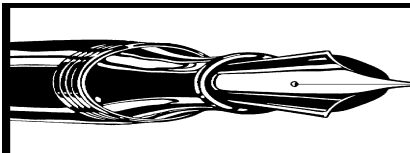
*There was plenty of jet action.*



*Carrier Deck*







# Letters to the Editor

I would like to say a big thanks to a great bunch of guys and gals for allowing me to compete as a team member at the Bulgarian W/Champs with my son Grant in FAI T/Race.

To Graeme and Fiona, Rosa, Jenny and Tracey, without you lot it just doesn't happen at all. There would be no organization and certainly no one to talk to and discuss the state of affairs and keep the rest of us on track and up to date as to who is flying where and when.

To the people in the other disciplines, speed, combat and stunt and especially the people in our other T/R teams, Steve and Trev, Murray and Mark, and Rob and Mellins, and I should add Grant as well, thanks a lot for the help and encouragement that allowed an old geriatric like me to fulfil a dream that I have had for 40 years. That one day I would get to compete at a World Champs with my son Grant and maybe run a reasonable time. Being able to fly in one heat of the semis was a bonus on top.

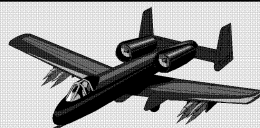
Also thank you to the control line subcommittee (it was a bit of a gamble I suppose) and the MAAA for their help as well.

See you all at the Nats, I hope.

All the best Geoff Potter



## CONTEST RESULTS




### Combined Speed results 09-09-2012

Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	R Hiern	Class 5	Novarossi 21	15.12	14.91	15.16	14.91	241.45	92.22%
2	R Hiern	FAI	Profi	13.36			13.36	269.46	90.49%
3	R Hiern	Proto	Novarossi 21	35.34	30.90	27.62	27.62	209.76	87.35%
4	N Wake	Vintage Proto	Magnum 25	37.74	38.03	37.75	37.74	153.51	81.51%
5	N Wake	Class 5	Novarossi 21	17.50	N.E.Laps	N.E.L	17.50	205.71	78.57%
6	R Hiern	Vintage Proto	OS 25 FX	N.E.Laps					0.00%
	PERKY								
	P.Stein		????????	41.58	41.82				
	A.Nugent		????????	49.98	40.43				
	N.Wake		Force 15	49.53	50.02	50.12			
	R.Hiern		Enya 15 pb	N.E.Laps					

### Combined Speed results 23-09-2012






Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	R Hiern	Vintage Proto	OS 25 FX	33.15	33.08	34.28	33.08	175.14	99%
2	R Hiern	Vint/FAI	Super Tigre G15	18.37	18.25		18.25	197.26	88%
3	N Wake	Vintage Proto	Magnum 25	37.64	39.26	37.94	37.64	153.92	72%
4	K Hunting	Vintage Proto	OS 25 FP	40.61			40.61	142.67	74%
5	R Hiern	S/Speed	Super Tigre G20/15	N.E.Laps					0.00%



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I am still doing some machining work. Examples of work will be prop nuts and shaft ext, carbies for most engines, and vintage T/R type tank and bottle valves. I am currently working on the Classic FAI T/R web site that was developed by Lance. This may take some time.

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I would just like to add I am not acting as an agent for "Fora Engines". I am simply buying in bulk to keep the costs down. If you have any issues with these engines please contact Andrey directly,

Thanks,

Andrew Nugent.

[andrew.n5@bigpond.com](mailto:andrew.n5@bigpond.com)

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