

# THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

**Number 207**

Produced by the Victorian Control Line Advisory Committee



April 2016

## INSIDE THIS ISSUE

Contest Calendars.

Notices.

South Australian State Champs.

Classic FAI International Challenge.

New Models.

For Sale and Wanted.

### PRODUCTION SPECIFICATIONS

**Pease send any submissions for publication by CD/  
memory storage device or use Email.**

Contest results should be tab delimited, i.e. 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 2016

DATE	EVENT	CLUB
Apr 10	Coreflute Combat, <b>27 Goodyear, Goodyear</b>	CLAMF
Apr 24	KMAC Carnival	KMAC
May 4-14	World Cup & C/L World Championships	Perth
May 29	All Aussie, Vintage Combat	KMAC
Jun 4-6	NSW C/L State Champs (events TBA)	
Jun 12	<b>Classic FAI &amp; Vintage A T/R, 1/2A Combat</b>	CLAMF
Jul 10	<b>Speed, Classic Stunt, Mini-Goodyear</b>	CLAMF
Jun 26	Rat Race invitation and club day	KMAC
Jul 31	Warbirds and AGM	KMAC
Aug 14	Navy Carrier, <b>27 Goodyear, Goodyear</b>	CLAMF
Sep 11	<b>Speed, Vintage Combat</b>	CLAMF
Oct 1-3	NSW C/L State Champs – <b>Speed, F2C T/R</b> (inc. supporting events)	Albury
Oct 16	Coreflute Combat, F2B & Classic Stunt	CLAMF
Nov 13	<b>Speed, Warbird Stunt, Vintage Combat</b>	CLAMF
Dec 11	<b>Classic FAI &amp; Vintage A T/R, Classic B T/R</b>	CLAMF

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), GPS -38.086777,145.148009  
10.00am start

Contact :- Secretary, H. Bailey (03) 5941 5978

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:- Steve Vallve 0409935358 or

Bruce MacKay 0418380014

Web site :- <https://sites.google.com/site/knoxmacv/home>

**CLAG** has monthly fly-ins at the Moe Race Track every first Sunday of the month.

Contact :-Treasurer. Alan Frost

Email:- [afrost2@skymesh.com.au](mailto:afrost2@skymesh.com.au)

Phone 03 52817350

Secretary. Graham Vibert

Phone 03 51346393

### Send your articles for publication to Newsletter Editor

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**Email:-**

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## COMING EVENTS



### C.L.A.S. CONTEST CALENDAR 2016

DATE	EVENT	CLUB
Apr 3	F2B Aerobatics.	KMFC
Apr 24	F2B Aerobatics	SSME at Luddenham
Apr 24	DGY, 1/2A Diesel GY, Burford racing and Diesel Speed.	KMFC
May 1	Veterans' Gathering	MDMAS
May 28	Club Competition . (DGY, Stunt, Combat) Sep. models may be used for each event)	KMFC
June 4	1st West Wyalong Championships. NSWFFS at West Wyalong	
May 29	Classic Stunt	Doonside at Whalan Reserve
June 14	Club Competition.	KMFC
June 26	"Old Phartz Light Weekend. At Coffs Harbour (KMFC)	
Jul 3	F2B Aerobatics	Doonside at Whalan Reserve
Jul 3	AGM	KMFC
Jul 10	Combined Speed. Also DGY and Vintage A. SSME at Luddenham	
Jul 16	Club Competition.	KMFC
Jul 31	F2B Aerobatics	KMFC
Aug 14	Classic Stunt.	SAT at Ashford Reserve, Milperra.
Aug 14	Diesel Goodyear, 1/2A DGY, Burford Racing & Diesel Speed.	KMFC
Aug 27-28	Cowra Oily Hand Weekend	Cowra
Sep 4	Combined Speed.	SSME at Luddenham
Sep 4	Nostalgia T/R Fly-in. <b>** See notes below.</b>	KMFC
Sep 18	F2B Aerobatics.	SSME at Luddenham
Oct 1	Ringmaster Event.	KMFC
Oct 1-3	CLAS NSW C/L State Championships F2B and F2D, Combat events, Vintage and Classic Stunt. C.L.A.S. at Doonside. (Whalan) TBC.	
Oct 1-3	CLAS NSW C/L State Championships F2A and F2C and Combined Speed. C.L.A.S. at Twin Cities. TBC.	
Oct 9	Gordon Burford Day.	KMFC
Oct 18	F2B Aerobatics. SAT at Ashford Reserve, Milperra.	
Oct 22	Club Competition	KMFC
Oct 30	Classic Stunt	Doonside at Whalan Reserve
Nov 15	Classic Stunt flying F2B pattern.	NACA at Gateshead
Nov 20	Vintage T/R and Diesel Goodyear.	KMFC
Nov 27	KMFC Christmas Party and Fun Fly.	KMFC.
Dec 4	F2B Aerobatics.	Doonside. (Whalan Reserve)

**\*\*\* NOTE:- KMFC Nostalgia Fly-In \*.**

*With so many TR events now so poorly supported in NSW there are a lot of retired TR models out there that have not been flown for ages. This is a day to bring them to KMFC, tell a few stories and fly them once more, even if not in a race. Just come along, fly them and re-live the good old days, before you can't remember them at all.*





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# **South Australian State Championships held at Adelaide Model Aerosports,**

## **Monarto March 12<sup>th</sup> to 14<sup>th</sup> 2016.**

### **Racing Round Up**

Blue skies, light winds and a warm temperatures on Saturday and Sunday were enjoyed by a small but keen group of team race fliers from SA, Victoria, WA and the ACT

**F2C** Heat 1 saw Fitzgerald / Ellins proving their pedigree with a time of 3:04.03, showing a clean pair of heels to Leknys / Reichardt 3:40.05 and Justic / Lacey with a 3:57.78. The second heat was to have featured Wilson / Poschkens, Leknys / Reichardt and Bainbridge / Walton. Duncan had not flown F2C for a number of years and unfortunately crashed in practice resulting in a wrecked model. Despite the setback Duncan decided to go again with a spare and started well, managing to keep up with Murray and Ryan until 48 laps, when he was caught behind the model and another crash resulted.

As the heats progressed Wilson / Poschkens achieved 2:59.80 in a 'two up', an unofficial world record as it was not achieved at a World or Continental championship. On Sunday, Justic / Lacey recorded an excellent 3:13.33 and Fitzgerald / Ellins were very consistent with 3:04.56.

Sunday's final teams were Fitzgerald / Ellins, Wilson / Poschkens and Justic / Lacey. Fitzgerald / Ellins were off the ground first, followed closely by Justic / Lacey. Both teams model were all carbon and both very quick. Murray and Mark's balsa model languished in the pitting area and it took some furious flicking until they were in the air. The racing was very close and without incident until Wilson / Poschkens pit-stop cost valuable seconds and Justic / Lacey withdrew at 146 laps, leaving Rob and Mark to finish easy winners.

**1<sup>st</sup> Fitzgerald / Ellins – 6:15.21**  
**2<sup>nd</sup> Wilson / Poschkens – 6:51. 42**  
**3<sup>rd</sup> Justic / Lacey DNF 146 Laps**

**Combined Speed** Murray Wilson and Richard Justic put in some practice flights with their F2A models but did not compete due to technical issues. Duncan and David were up first with the 1/2A Diesel Proto, powered by a Fora RIRE, which looked promising but didn't quite fulfill expectations. It was Duncan's first time in the pylon. Maris Dislers also flew a 1/2A Diesel Proto and put in two blistering flights. He also flew his Midge as this class allows multiple entries

Richard Justic entered a spectacular Class III Rossi 60 mono-line asymmetric model. Some spectators considered hiding behind the hut. This model was very fast and very noisy, but most impressive!

Harry Bailey campaigned his veteran Mini Goodyear powered by an O.S. diesel which went well, but not as quickly as Ken Hunting's 1/2A Proto which gave Maris a real run for his money! After the tabulation, the results showed that 1/2A Proto's reigned supreme.

**1<sup>st</sup> Maris Dislers - 99.8% 1/2A Proto**  
**2<sup>nd</sup> Ken Hunting – 98.7% 1/2A Proto**  
**3<sup>rd</sup> Richard Justic – 97.4% Class III**

**F2F** Due to only 3 entries only a 3 up final was flown. Murray had his much hyped new red model with a carbon wing. The SA team of Qantas 747 2<sup>nd</sup> Officer Alan Morris and Maris Dislers with a Nelson FISE in a Mike North built model, also with a carbon wing..

Unfortunately, like the American Rap band "Public Enemy" famously said don't "Believe the hype!" Murray's pitman Steve Walton could not get his motor to run. The old faithful of Hunting / Bailey flew to an easy victory while Morris / Dislers suffered a damaged tank resulting in less than optimal setting but Alan was very happy to be able complete the race and come in second.

**1<sup>st</sup> Hunting / Bailey – 9:41.34**  
**2<sup>nd</sup> Morris / Dislers – 11:03. 12**  
**3<sup>rd</sup> Wilson / Walton – DNS**

**Classic FAI** had five entries, all teams flying beautifully presented models from the golden years of F2C. After the draw was posted it seemed there would be some interesting pairing of teams as Mark Poschkens and Mark Ellins both elected to fly with their regular pilots taking the pitting roles.

Another Qantas pilot, Paul Cameron teamed up with 'pitman for hire Steve Walton', flying a fantastic looking Russian design from the 1970s.

Ron Lacey and Richard Justic competed with a period model of Ron's from the 1970s. Ken and Harry were flying the lovely Klotznorutski. Murray and Rob's models appeared almost identical.

In Heat 1 Justic / Lacey had problems and retired to allow Ron Lacey to get the model sorted for the second heat. The piece de resistance was the race between Poschkens / Wilson and Ellins / Fitzgerald, both teams were off quickly, but it was apparent that

both pilots had spent too long on the oily end, so there were a few 'moments' Ellins / Fitzgerald ahead Poschkens / Wilson. The final was a very clean race, well flown by all pilots. Harry Bailey unfortunately lost a wheel causing minor damage to his beautiful Klotznorutski, so a DNF.

**1<sup>st</sup> Justic / Lacey – 8:53.15**  
**2<sup>nd</sup> Cameron / Walton – 9:09.75**  
**3<sup>rd</sup> Bailey / Hunting – DNF 148 Laps**

**Open Goodyear** Flown for the first time at the SA State Champ in many years, all were soon reminded it is very noisy. Rob Fitz's modified Taipan in a carbon "Argander" was the star of the show. Richard's Nelson powered fiberglass American model was also on the pace when Ron could get it started. The WA team of Leknys / Walton couldn't get their motor to run nor could Bailey / Hunting who had problems with a new Nova Rossi. They resorted to their 27/10 Goodyear model with an MVVS. Wilson / Poschkens elected to withdraw due to tank problems

After a few false starts Fitzgerald / Poschkens / Stephens posted a 4:20.62, and Justic / Lacey 6:14.84.

For the final the CD invited Bailey / Hunting into the circle to ensure that it was a three up, the diesel was first in the air. Fitz / Poschkens / Stephens were favorites, as Ron Lacey had trouble restarting at pit stops. At 105 laps, disaster struck when the down line of the Justic model broke, resulting in loops until the green "Ohm Special" hit the ground, fortunately only taking out the undercarriage and the prop. In the postmortem it was discovered that the single strand line had failed at the models internal bobbin on the bellcrank.

**1<sup>st</sup> Fitzgerald / Poschkens / Stephens 7:20.74**  
**2<sup>nd</sup> Bailey / Hunting – 13:41.59**  
**3<sup>rd</sup> Justic / Lacey DNF 105 Laps**

After a long hot day, the CD decided to call the day closed and run Diesel Goodyear on Monday morning!

**Diesel Goodyear** Monday dawned cool and overcast with only three teams left to race Bainbridge / Stephens had major issues with their normally reliable Profi powered "Mr. D". Mark Poschkens couldn't get it to run, it was very tight perhaps due to the sudden temp drops over-night. This left the Super Tigre G20 powered "Ohm Special" of Wilson / Walton to fight it out with Morris / Dislers Fora powered "Old Blue". The 100 lap final was an anticlimax as most of the race was flown 'one up'.

**1<sup>st</sup> Morris / Dislers – 5:54.05**  
**2<sup>nd</sup> Wilson / Walton – 10:09.24**  
**3<sup>rd</sup> Bainbridge / Stephens – DNS**

Racing Report by Duncan Bainbridge.

## **Aerobatics Report**

Thanks to Judges: F2B Expert; Jeff Fry and Jon Witzke, F2B Advanced, Vintage and Classic Stunt; Peter Anglberger

Thanks also to CD; Peter Anglberger, Tabulation, pull testing etc. Jon Barbara, Mal Dyer, Phil Rundle, Russell Bond, Jon Witzke

<b>F2B Expert</b>	<b>R1</b>	<b>R2</b>	<b>R3</b>	<b>R4</b>	<b>Score Avge best 3</b>	<b>Model / Motor</b>
Russell Bond	<u>1024</u>	922	<u>1015</u>	<u>1031</u>	<b>1023.33</b>	Bondolero VII / Electric
Peter Anglberger	<u>863</u>	856	<u>907</u>	<u>888</u>	<b>842.50</b>	Yatsenko New Classic / Retro 76
Doug Grinham	<u>795</u>	754	<u>778</u>	<u>803</u>	<b>791.67</b>	Blackjack / Electric
Peter Koch	635	<u>716</u>	<u>782</u>	<u>734</u>	<b>744.00</b>	Jazzer / Stalker 61

Russell Bond was well ahead of the rest of the field and was deserving winner of the Brian Horrocks Memorial F2B Cup for the second time in 3 years. Two rounds were flown each day on Saturday and Sunday in near perfect conditions. Note each round score has been rounded to the nearest point only for publication space purposes. The final score is correct to two decimal places.

<b>F2B Advanced</b>	<b>R1</b>	<b>R2</b>	<b>R3</b>	<b>R4</b>	<b>Score Avge best 3</b>	<b>Model / Motor</b>
Jeff Fry	<u>871</u>	<u>829</u>	<u>900</u>	781	<b>866.67</b>	? / RoJett 61
Alan Roadknight	<u>881.5</u>	<u>891.5</u>	703	<u>795</u>	<b>856.00</b>	Firecracker / Electric
Tony Clifford	676	779.5	830	708.5	<b>772.67</b>	Phoenician / OS LA 46
Mal Dyer	621	<u>667</u>	<u>704</u>	<u>668</u>		OD / OS LA 25

In Advanced F2B the fight for first place was much more interesting. Alan was ahead after day one but Jeff flew really well in round 3 in perfect conditions whereas Alan seemed to have a problem with his controls, possibly a hooked up line clip. Round 4 featured periods of gusty thermal activity which affected all entrants scores so Jeff hung on to achieve first place.



<b>Classic Stunt</b>	<b>R1</b>	<b>R2</b>	<b>Final (Best R1/ R2)</b>	<b>Model / Motor</b>
Peter Koch	562	520	<b>562</b>	Larrikin Mk 3 / Enya 61
Tony Clifford	448	512	<b>512</b>	Phoenician / OS LA 46
Jeff Fry	20	431	431	Feno OS Max 35S
A. Roadknight	385.5	408	408	Smoothie / OS Max 35S

Classic Stunt was flown after F2B on Saturday. Conditions were excellent. Peter Koch won for the second year in succession. Tony Clifford came all the way from Ulladulla in NSW and flew nicely particularly in round 2. Jeff Fry after motor problems cut short his first round got a good run and flew his ex-Jon Leditschke "Feno" into a well-deserved 3rd place.

<b>Vintage Stunt</b>	<b>R1</b>	<b>R2</b>	<b>Static</b>	<b>Final (St+Best R1/ R2)</b>	<b>Model / Motor</b>
M. Dislers	151.5	DNF	122	273.5	Wombat / Oliver Mk4
T. Clifford	146.5	DNF	114	260.5	Jamison / Atwood 49
M. Dyer	154.5	DNF	102	256.5	FliteStreak / ED Hunter
P. Koch	163.5	167.5	84	251.5	T/Bird Mk1 / Fox 35
G. Roadknight	157	134	87	244	FliteStreak OS LA 25
J. Fry	165	143	58	213	FliteStreak OS LA 25
A. Roadknight	144	DNF	63	207	Smoothie / OS Max 35S

Vintage stunt on Sunday afternoon started with a moderate breeze which became much stiffer in Round 2. The top 3 decided to save their models after the first round. Maris managed to forget the wingover and his burping motor barely made it through to the end of the pattern, but good shapes and a high static score still gave him a comfortable margin over Tony Clifford's nicely finished Atwood glow powered "Jamison". Nats favorite. Mal Dyer and Peter Koch tussled for 3<sup>rd</sup> place. Mal's excellent documentation gave him the edge over Peter Koch in Static points and sealed third place for him after a tidy Round 1 flight.

Stunt Report compiled by Peter Anglberger

## **South Australian State Championships. Racing and Combined Speed .**

<b>F2C Results</b>	<b>Rd1</b>	<b>Rd 2</b>	<b>Rd 3</b>	<b>Rd 4</b>	<b>Final</b>
1. Fitzgerald/Ellins	3:04.03	DNF 93	3:04.56	DNS	6:15.21
2. Wilson/Poschkens	3:21.47	2:59.8	3:27.46	3:22.21	6:51.42
3. Justic/Lacey	3:57.78	3:28.1	3:13.33	DNS	DNF 146 laps
4. Leknys/Reichardt	3:40.5	3:40.4	3:40.68	DNF 71 laps	

Bainbridge/Morris and Bailey/Hunting broke their models during practising and could not race.

### **F2F results. 200 lap Final**

1. Hunting/Bailey	9:41.34
2. Morris/Dislers	11:03.12
3. Wilson/Walton	DNS

With only three teams entered there were no heats run but a 200 lap final was flown.

### **Classic FAI Team Race results.**

<b>Team</b>	<b>Rd 1</b>	<b>Rd 2</b>	<b>Final</b>	<b>Engine</b>
1. Justic/Lacey	DNF 44 laps	4:27.03	8:53.15	Parra
2. Cameron/Walton	4:38.4	4:22.7	9:09.75	R250
3. Bailey/Hunting	4:29.03.	4:56.7	DNF 148 (wheel fell off)	Parra
4. Ellins/Fitzgerald	4:35.83	4:36.79		R250
5. Poschkens/Wilson	4:36.15	4:56.63		Parra

### **Combined Speed results.**

<b>Competitor</b>	<b>Class</b>	<b>Rd 1</b>	<b>Rd 2</b>	<b>Rd 3</b>	<b>%</b>
1. Maris Dislers	½ A Proto	26.73	28.01	-	99.8%
2. Ken Hunting	½ A Proto	28.86	27.55	27.03	98.7%
3. Richard Justic	Class 3	9.94	-	-	97.4%
4. Harry Bailey	½ A Proto	35.61	32.60	34.68	81.8%
5. Duncan Bainbridge	½ A Proto	33.6	35.3	34.7	79.4%
6. Maris Dislers	Midge	12.31	-	-	71.9%



*The F2C final was piloted by Richard Justic, Robert Fitzgerald and Murray Wilson.*





*Richard and his Rossi 60 powered speed model.*



*Below:- Teams from the F2C final race.*



*The winners of the Classic FAI team Race were Richard Justic/Ron Lacey. Ron's model was originally flown forty years ago but it will now be placed into a well earned retirement and superseded by a newly completed replacement.*





Left:-

Maris Dislers  
with his trio  
of speed  
models.

*Pictures from  
the camera of  
the Editor.*



Mark Ellins sends the  
model on it's way after  
another quick pit stop.



Julian Reichardt in F2C action.



1st place in Goodyear T/R were  
Poschkens / Fitzgerald / Stephens



Paul Cameron  
and Steve Wal-  
ton formed a  
good combina-  
tion in Classic FAI  
T/R and took  
second place  
with Pauls model  
powered by a  
R250.

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# ***The 2016 Classic-FAI International Challenge.***

*12th May 2016. World Championship site Perth*

*As a lead up to the Classic-FAI Team Race competition at the 2016 West Australian Championships, a 'Feature Event' will take place on Thursday 12th May.*



*We have assembled Six individual teams from Six countries to compete in this showcase of Classic era team racing.*

*The majority of the competitors were racing in the 60's and 70's being local and international champions of the their time.*

*You will notice in the photos a couple of original models, which are currently being re-stored for the event.*

*The format will be 3 heats per team (6 races), and a final for the best 3 performers.*

Representing Great Britain - Malcolm Ross /  
Lawrence Court. Timeta 3 - powered by  
Original Oliver Mk3.



Representing Ukraine - Valerii Kramerenko /  
Volodymyr Fulitka.  
1971 Own Design model - powered by 'come  
and find out'



Representing New Zealand - Glen Lewis/ Rod  
Brown.  
2016 Klotzson - powered by Fora AAC.



Representing The Netherlands - Rob Olijve / Rob  
Metkemeyer.  
1979 Turtle V - powered by 1977 FMV steel.



Representing Australia - Andrew Nugent / David  
Nugent.  
2014 Drazek Orion - powered by Parra AAC .



Representing Spain - Alberto Parra / Sion Burns.  
2016 Timepiece - powered by Parra T3





There has been some activity on the team race building boards over the last few months in preparation for the "Charlie Stone memorial Vintage A team race" that is to take place during the World Cup events prior the World Championships in Perth. Andrew will be teaming up with his brother Dave and Harry will have Ken Hunting as his team member.

## New Models

Andrew and Harry have each built a Ken Long designed "K31" powered by a Steve Rothwell R250. Both models have been flight tested and in both cases proved to be models with nice flying characteristics and an encouraging race pace.

Looking back over the years that Vintage A team race has been flown in Australia, the favoured models of choice has been constantly changing. In the early days there were plenty of "Alien" and "Footprint" models around and they were later superseded by various marks of the "Voodoo". In more recent years the "Dimpled Dumpling" has become a common choice due to its race winning qualities but could it now be that the "K31" might gain some popularity?



Here are some pictures of the two new models.

Andrew's is red and Harry's green and yellow.



Note the filler-valve configuration. Left handed for Andrew and brother Davo.



# For Sale

## ANDREW'S PANS.

Nelson style T/R pans. Also a new T/R pan for sale. Julian Reichardt has hand carved a wooden replica/pattern of the pan he and Hutton Oddy used back in the 70's. This will be suitable for Classic FAI T/R. He has also sent me a copy of their T/R plan called a FART. (I didn't name it!!) All pans \$25 in the "as cast state" and are cast in AA601 casting Alloy.



Reichardt/Oddy pan.

Also available to order, prop nuts and shaft extensions, carbies for most engines, and vintage T/R type tank and bottle valves.

Available now are the following full size plans, : Turtle, FART, Sapavolov, Timepiece, Picus, Dimple Dumpling, Past, Arrow, K31. All \$4 which includes postage in Australia.

Regards,

Andrew Nugent.

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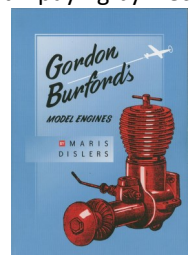
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Note:-

The extra engine tests include those for the Series 67 1.5 BR and Series 70 Schnuerle Experimental diesels previously published in ACLN, and the Taipan 40, per Adrian Duncan's website. I will make the additional Appendix available to owners of the original book edition as a PDF file for free via email.

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Printed by Minuteman Press  
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Seaford, VIC 3198  
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