



THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 229

Produced by the Victorian Control Line Advisory Committee



April 2018

INSIDE THIS ISSUE

Contest Calendars.

Notices.

South Australian State Champs,
Report Results and Pictures

New Models.

70th MAAA Nationals News.

Obituary.

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 2018

DATE	EVENT	CLUB
Mar 30-Apr 2	Victorian State Championships.	CLAMF & KMAC
April 23-30	MAAA 70th Nationals.	West Wyalong
Apr 29	KMAC Carnival.	KMAC
May 6	Combined Speed , Coreflute Combat.	CLAMF
May 6	CLAG flying day	Moe
May 27	All-Aussie and Vintage Combat.	KMAC
Jun 3	CLAG flying day	Moe
June 10	Classic FAI , Vintage A, ½ A Combat.	CLAMF
Jun 24	Rat Race.	KMAC
Jul 1	CLAG flying day	Moe
July 8	Combined Speed, Classic Stunt.	CLAMF
July 14-20	C/L World Championships.	Landres, France
Jul 29	AGM and Warbirds.	KMAC
Aug 12	Carrier, 27 Goodyear.	CLAMF
Sept 9	Combined Speed , Vintage Combat.	CLAMF
Sept 29-Oct 1	NSW State Champs.	
	Racing and Speed	Albury
Oct 7	Corflute Combat, F2B & Classic Stunt.	CLAMF
Nov 11	Combined Speed , Warbird Stunt.	CLAMF
Dec 9	Vintage A, Classic B, Classic FAI .	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

Web site :- <http://clamf.aerosports.net.au/>

KMAC Stud Rd. Knoxfield

(opposite Caribbean Gardens) (Melway 72 K9) 10.00am start

Contact: President:- Reeve Marsh 0405 001 008 or

Secretary:- Bruce Mackay 0418 380 014.

Email:- knoxmacvic@gmail.com

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

Phone:- 03 52817350



COMING EVENTS



C.L.A.S. CONTEST CALENDAR 2018

DATE	EVENT	CLUB
Apr 15	Vintage/Classic Fly In.	Doonside
Apr 15	Combined Speed.	SSME
Apr 22	DGY, Diesel Speed and other racing. TBA.	KMFC
Apr 23-30	70th MAAA NATIONALS	West Wyalong
May 19-20	Veterans' Gathering.	MDMAS
May 27	Classic Stunt.	KMFC
Jun 3	Diesel G/Y, Diesel Speed and other racing. TBA.	KMFC
Jun 9-11	NSW STATE CHAMPIONSHIPS. Aerobatics and Combat.	CLAS at Whalan Reserve.
Jun 29-30	Old Phartz Weekend.	Coffs Harbour Chapter. KMFC
Jun 30-Jul 1	Frank Bryant Memorial Warbirds Weekend.	MDMAS
Jul 1	AGM	KMFC
Jul 8	Vintage/Classic Fly In.	SAT
Jul 22	F2B Aerobatics.	Doonside
Jul 29	F2B Aerobatics.	KMFC
Aug 12	Classic Stunt.	SAT
Aug 12	Diesel Goodyear, Diesel Speed and other racing events. TBA.	KMFC
Aug 25-26	Cowra Oily Hand Diesel Weekend.	Cowra
Sep 9th	Nostalgia T/R Fly-in.	KMFC
Sep 15-16	Rocky Rally Classic B T/R and Fun Flying.	
Sep 16	Combined Speed.	SSME
Sep 23	F2B Aerobatics.	SSME
Sep 29 - Oct 1	NSW STATE CHAMPIONSHIPS RACING and SPEED	Twin Cities Albury
Oct 6	Ringmaster International Fly-a-Thon.	KMFC
Oct 7	Gordon Burford Day.	KMFC
Oct 14	F2B Aerobatics.	SAT
Oct 21	Vintage/Classic Stunt Fun Fly.	KMFC
Nov 4	Classic Stunt.	
Doonside		
Nov 18	Vintage T/R and Diesel Goodyear.	KMFC
Nov 18	Vintage/Classic Stunt Fun Fly.	SSME
Nov 25	KMFC Christmas Party and Fun Fly.	KMFC
Dec 2	F2B Aerobatics.	Doonside.

**** KMFC Club Stunt. 2nd Saturdays in March, May, July, September and November. Contact Geoff Goodworth 0412 162 518

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

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

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

DOONSID- Baseball diamond, Whalan Reserve.

Queensland State Championships Dates.

May 19	2.5 Simple Rat Vintage A Classic B at	CLASSI
May 20	27 Goodyear and 21 Bendix at	TBIRDS
Sept 8	F2C, F2F, Classic FAI, Goodyear, F2A	Logan
Nov 3-4	F2D, Vintage, Open, 35 Slow, 2.5 Slow Combat.	CLASSI
Aug 4	Brian Burke 500 Lap 27 Goodyear Race at	TBIRDS
Contact Mark McDermott Email: mark_mcd@bigpond.com		

Western Australia Contest Calendar.

DATE	EVENT	VENUE
Apr 14	TARMAC F2B	LUMEN CHRISTI
May 6	CLAW Combined Speed	WAMASC
May 12	TARMAC VINTAGE STUNT	LUMEN CHRISTI
May 26	STATE F2B	LUMEN CHRISTI
Jun 2	STATE F2F & F2C	WAMASC
Jun 3	STATE F2C & F2D	WAMASC
Jun 4	STATE F2A & VINTAGE A	WAMASC
Jun 16	STATE VINTAGE COMBAT	LUMEN CHRISTI
Jun 30	PHANTOM RACING	LUMEN CHRISTI
Jul 21	STATE VINTAGE STUNT	LUMEN CHRISTI
Aug 5	CLAW Combined Speed	WAMASC
Aug 19	CLAW 1/2A Combat	WAMASC
Sep 8	Charlie Stone Remembrance Day	LUMEN CHRISTI
Sep 16	CLAW Combined Speed	WAMASC

Contact: Trevor Letchford. tletchfo@westnet.com.au

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329 URANA ROAD, LAVINGTON NSW
Ph. 02 6025 0497 www.alburyrcmodels.com.au

South Australian State Championships held at Adelaide Model Aerosport, Monarto, Saturday 10th and Sunday 11th March 2018



Aerobatics Report by Peter Anglberger

Official Scores:

<u>F2B Expert</u>	R1	R2	R3	Score Ave best 2	Model / Motor
Peter Anglberger	<u>922.5</u>	<u>972</u>	618	947.5	Yatsenko Classic Retro 76
Mark Ellins	<u>920.5</u>	<u>917.5</u>	DNF	919	Yatsenko Shark / Retro 68
Jeff Prosser	<u>618.5</u>	0	DNF	309.5	Trivial Pursuit / Electric

<u>F2B Advanced</u>	R1	R2	R3	Score Ave best 2	Model / Motor
Jeff Fry	<u>867.5</u>	<u>822.5</u>	DNF	845	Firecracker / Rojett 65
Greg Roadknight	<u>631</u>	<u>591</u>	DNF	11	SV 40 / Electric

Entries were at their lowest level for many years due to a combination of sickness (Alan Roadknight), lack of models (Russell Bond who wrote off two models in the weeks prior, one due to structural failure and the other wake turbulence) and lack of interstate competitors. The weather did not exactly cooperate either with wind steadily increasing from mid Saturday afternoon.

Two rounds of F2B Expert and Advanced were flown Saturday AM in good conditions. The only issue was Jeff Prosser's battery hold down straps failed, resulting in the battery exiting its compartment but still connected to the model. The battery flailed around until Jeff intentionally grounded the model. The ensuing damage was unfortunately significant. Sunday started breezy and quickly became windy. The only official flight by Peter Anglberger was abandoned after the Square 8s

Classic Stunt was flown in breezy but otherwise reasonable conditions. Jeff Prosser's Formula S was a class above the rest of the field winning comfortably.

Vintage Stunt was not flown on Sunday due to strong wind and will be rescheduled to AAC's club filed at a later date TBA.

Thanks to Judges: Jeff Fry (F2B Expert), Jeff Prosser (F2B Adv) and Peter Anglberger (F2B Adv and Classic Stunt), Tabulators John Barbara and Phil Rundle

Pictures by Harry Bailey



Greg Roadknight flew his electric model in F2B Advanced.



SA Control Line Championships.

Racing and Speed report from Maris Dislers.

Wind and more wind severely impacted on the intended flying programme, with gusts at times over 40 KPH. Unlike the Aerobatics pilots at the top end of the field, the lay of the land offered some protection to the Speed/Racing circle. Not that the go cart people in the adjoining property much cared, as they raced away quite happily. Perhaps not all that exciting to all, as our models drew a small bunch of spectators to our side of the fence line from that lot.



*From 1.5cc to 10 cc.
A mixed bag of
speed models.*



Combined Speed was a mixed affair, with the new 10% nitro rule upsetting the usually slick performances of some. Ric Justic had a particularly bad time, compounded by a dolly that did not want to let go. Better results for Murray Wilson and Mark Poschens with their Class 2 models and Harry Bailey's Class 1 entry. Slower than the old record, but decent times and sounding good in the air. Ken Hunting's OS 10 Mini Goodyear again fared well in 1/2A Profile

Proto.

The CTAH 1.5cc diesel in my 1/2A model was probably lucky to have set a record last year, as the piston/cylinder fit is no longer there. Replaced now by a Parra Wasp in glowplug mode, which if anything is easier to operate. Out of the box standard, but with venturi drilled out to 4mm diameter was enough to up the record by three percent to win the meet.

Entries in the racing events were down on previous years, but the standard was generally high. Prevailing conditions dictated two-up heats, drawing out the program and lessening the excitement. Even so, it is a credit to the skill of everyone that we had no damaged models. Only quite a number of snicked propellers when taking off in the turbulent conditions. Even more credit to the finalists, where third choice of pitting segment was a real challenge. I'd say the overall outcome was that teams had a reasonable crack at



*Murray Wilson gives a
puzzled look at the trou-
blesome dolly for Richard
Justic's 60 sized speed
model.*

giving their best shot and there was a good measure of mutual respect by the pilots for overall safety.



The propeller used by Lecknys/Reichardt

The propeller used by Lecknys/Reichardt in F2C was technically interesting. Essentially single bladed, but with a stubby and wide second blade as the counterweight. This is loaded with tungsten carbide powder in the epoxy, so that overall propeller weight is much less than a conventional single blade type. This stub is set at an angle that gives no thrust, but also negligible drag. It seemed to work well, although the team narrowly missed a spot in the final. That was a really good affair between all three teams, unlike some where one team drops out early. A real work-out for the pilots and great practice for the coming World Championships.

Thanks to their inherent good flying characteristics, the Classic FAI Team Racers did a fine job in the strong wind. Five entrants, five different engine manufacturers. Nelson, Cipola, Parra, Fora, R250. Happiest of the lot was Neil Baker, as Murray Wilson guided his Steel Nelson powered model to first place. Paul Cameron flew his reliable Rothwell R250 powered model into second, with Harry Bailey/John Hunting in third spot. Paul Stein's "Espadon" now has one of the revised Fora Junior engines in the nose. Sounding somewhat easy on the settings, it showed potential.

F2F Team Race was a straight-up final for the three teams. Only Rob Fitzgerald and David Stephens completed the distance. Gratifying for David, who did a fine job of pitting an unfamiliar model. He'd expected to pit for Alan Morris, but Alan had a fall earlier in practice, scratching their entry.

The Diesel Goodyear final was an all-Victorian affair. Fastest qualifiers Lacey/Wilson failed to finish when the treacherous conditions caused repeated propeller damage, culminating in the loss of half of one blade at 171 laps. Stein/Justic took first with Bailey/Hunting well behind in second spot.

The last event was open Goodyear and conditions were so bad that third place qualifiers Fitzgerald/Poschkens and also Justic/Baker elected not to risk their model in the final. The previous clean run in the heat eluded Bailey/Hunting during the final, with some lengthy pit stops putting them well behind the Nelson powered winning Wilson/Ellins model.

F2C Results

Place	Team	Rd 1	Rd 2	Rd 3	Rd 4	Final
1.	Fitzgerald/Ellins	3:21.07	3:14.38	<u>3:07.46</u>	3:18.37	6:35.96
2.	Wilson/Poschkens	DNF 41	3:21.79	3:20.32	<u>3:13.56</u>	6:40.72
3.	Justic/Lacey	DNS	<u>3:17.31</u>	3:20.78	3:33.62	6:49.44
4.	Leknys/Reichardt	3:23.05	3:54.97	DNS	<u>3:18.35</u>	



Classic FAI Team Race Results.

Place	Team	Rd 1	Rd 2	Final
1.	Wilson/Baker	4:18.69	<u>4:13.02</u>	8:55.48
2.	Cameron/Fitzgerald	5:28.60	<u>4:22.18</u>	9:11.56
3.	Bailey/Hunting	4:42.20	<u>4:34.66</u>	9:34.52
4.	Fitzgerald/Poschkens	5:14.53	<u>4:21.19</u>	Withdrew
5.	Justic/Stein	4:33.72	<u>4:31.44</u>	Withdrew



Harry Bailey's Klotznorutski/Parra



Paul Stein's Espadon/Fora.



Neil Baker's model powered by Nelson.



Paul Cameron's Classic FAI has a R250 in the nose.



Rob Fitzgerald re-cycled an old F2C wing and tail on to a new fuselage. The engine is a Cippola that was previously used for F2C.

Goodyear Team Race Results.

Place	Team	Rd 1	Rd 2	Final
1.	Wilson/Ellins	3:43.75	DNS	7:56.79
2.	Bailey/Hunting	3:40.0	DNS	9:18.53
3.	Fitzgerald/Poschkens	3:56.43	4:04.56	Withdrew.
4.	Justic/Baker	4:09.85	4:19.54	Withdrew.



Goodyear models of Murray Wilson and Rob Fitzgerald



Neil Baker's Goodyear.

27 Goodyear Team Race Results.

Place	Team	Rd 1	Rd 2	Final
1.	Stein/Justic	DNF 18	5:18.25	11:10.02
2.	Bailey/Hunting	5:38.08	5:20.21	12:41.68
3.	Lacey/Wilson	5:19.25	5:01.64	DNF 171
4.	Morris/Stephens	DNF 37	5:22.82	

F2F Team Race Results

Place	Team	Final
1.	R. Fitzgerald/D. Stephens	9:12.96
2.	M. Wilson/M. Ellins	191 laps
3.	K. Hunting/ H. Bailey	143 laps

Combined Speed Results.

Place	Entrant	Class	Rd 1	Rd 2	Rd 3	KPH	Percentage of record
1.	Maris Dislers	1/2 A Proto	<u>24.65</u>	-	-	146.04	103.3%
2.	Ken Hunting	1/2 A Proto	28.28	27.97	<u>27.75</u>	129.72	91.80%
3.	Murray Wilson	F2A	13.07	13.13	<u>12.82</u>	283.91	94.3%
4.	Murray Wilson	Class 2	-	<u>11.13</u>	-	260.33	85.3%
5.	Harry Bailey	1/2 A Proto	<u>31.90</u>	33.74	33.55	112.85	79.8%
6.	Harry Bailey	Class 1	19.08	19.27	<u>18.91</u>	190.38	78.8%
7.	Mark Poschkens	Class 2	<u>13.77</u>	-	-	210.42	68.99%
8.	R. Gilbert	Class 1	-	25.8	<u>25.6</u>	140.62	62.1%
9.	Richard Justic	F2A	-	<u>13.96</u>	-		
	Richard Justic	Class 2	NT	NT	NT		
	Richard Justic	Class 3	NT	NT	NT		



The 27 Goodyear race had lots of incidents including speed penalties. This Stein/Justic model took out first place.



Wheel alignment.



Mark Poschkens in action during the Goodyear race.



Ron Lacey out in the hot sun on Saturday.



Ryan Leknys and Richard Justic were a colourful F2C duo.

NEW MODELS



There were a few new un-flown models put through their paces at the recent South Australian State Championships. The black and white F2C model was only completed by Murray Wilson on the Tuesday prior to being tested on Saturday. The other two models were both made by Robert Fitzgerald. The F2C model was tested by the new owners Ric Justic and Ron Lacey. The Goodyear model has been built for Richard Justic.

70th MAAA Nationals News.

It's not long now before the Nationals at West Wyalong take place.

Some information here about the hard flying surface for control Line at the West Wyalong Airfield.

"The surface is better than the one used regularly in Lugo Italy for World Cup events. The surface is slightly coarse in texture compared to a normal asphalt surface. The organisers are sealing the surface with a clear sealant a few weeks prior to the comp to prevent diesel fuel effecting the asphalt but we will be needing to degrease the pit areas after each day just to be sure.

The F2C and other racing guys need to ensure they have a spare wheel or two in case the surface is abrasive, their other option is not to fly if they are that concerned about their equipment, we can't change the surface!

Andrew Heath."



Obituaries

WAKE. Noel Patrick. 12.06.1950 - 25.03.2018.

Much loved Son and Brother



Noel was a long time member of the CLAMF club and his main interest was in flying speed models.

He had been in hospital after a recurrence of his cancer and got an infection that he could not overcome.

He will be sorely missed at the flying field by all members and speed flyers Australia wide.

Our thoughts are with his family.



For Sale

I can now produce wings and tailplanes that are shaped on a Computer Numerically Controlled (CNC) router and can be any planform and shaped with any section although I have my favourites. The finish and accuracy of these products has to be seen to be believed.

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I can be contacted via Facebook or

Mobile 0404205562

Ray Harvey

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Contact:- Greg Nelson 0435757710.	

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I will have for sale a large range of TCA glow plugs early next week. I have taken delivery of them but I need to complete some testing to enable me to compare the heat ranges, suitable fuels etc.

TCA supply Luca Grossi the current F2A European champion.

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