



# THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

**Number 233**

Produced by the Victorian Control Line Advisory Committee



## August 2018 INSIDE THIS ISSUE

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Report, Results and Pictures.

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### 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
Aug 12	Carrier, 27 Goodyear.	CLAMF
Sept 9	<b>Combined Speed</b> , Vintage Combat.	CLAMF
Sept 29-Oct 1	NSW State Champs. Racing and Speed	Albury
Oct 7	Corflute Combat, F2B & Classic Stunt.	CLAMF
Nov 11	<b>Combined Speed</b> , Warbird Stunt.	CLAMF
Dec 9	Vintage A, Classic B, <b>Classic FAI</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: President:- Reeve Marsh 0405 001 008 or

Secretary:- Bruce Mackay 0418 380 014.

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

Phone:- 03 52817350



## COMING EVENTS



### C.L.A.S. CONTEST CALENDAR 2018

DATE	EVENT	CLUB
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.

DOONSDIE- Baseball diamond, Whalan Reserve.

### Western Australia Contest Calendar.

DATE	EVENT	VENUE
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](mailto:tletchfo@westnet.com.au)

### Send your articles for publication to Newsletter Editor

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**Pakenham 3810**  
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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.

## Queensland State Championships Dates.

Sept 1-2 F2C, F2F, Classic FAI, Goodyear,  
F2A & Combined Speed. 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](mailto:mark_mcd@bigpond.com)

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Copy or artwork for ads should be sent to the editor, cheques to the treasurer (G Wilson P.O. Box 298 Seaford, Vic. 3198) If you want to save a stamp, I can forward on any cheques sent with ads, but please make them payable to "Control Line Advisory Committee"

## Whyalla Show. August 18-19

We will be flying 3 classes.

**Grass Rat**, these are 2.5 cc models both glow and diesel. The race is over 500 laps and the fastest speeds are usual around the 24 to 25 for ten with models running all sorts of engines from OS15 to Parra's and Fora's we even ran an old Nelson. Reliability seems to be the key. This year I may try an old combat motor. I like people to aim for at least a pit stop every 100 laps to make it interesting.

**Slow Combat**, any model on 15.92 mtr lines 15 thou. Any motor. Aim at speeds around 28-30 sec for ten, typically a vintage combat model or a F2E model works well though some people use core-flute sheet wing models and have fun with these.

Lastly is **Stunt** you can use any model if you don't have a dedicated stunter anything even a combat model will do. Again its aimed at fun usually the Adelaide guys decide to do the Vintage or Classic pattern but it is their choice.

Contact :- Mark Poschkens. [MPoschkens@komatsu.com.au](mailto:MPoschkens@komatsu.com.au)

## Control Line World Championships in Landres, France.

Here is a translated report taken from Republican Lorrain newspaper.

It is not every day that we hear Shakespeare's language spoken on the Landres plateau. Especially in a diffuse way! Murray Howell feels good here, barefoot on the grass of the Tatin space. This Australian resident of Sydney is one of 370 competitors from around the Globe to participate in the World Circular Flight. Yes, it is a recognized international competition that is currently taking place on these former lands of the iron and steel industry.

A great achievement by Jean-Paul Perret and the Cercle Modéliste du Bassin de Landres (CMBL), who have already hosted these worlds in 2000 and 2008. "It's a nice spot. But you have to cut some trees," says Murray Howell, the No. 1 in his country. At the end of the 1st day Sunday, he was leading in the category Acrobatics (one of the four referenced with speed, combat and team competition).

But this is not the most important for Murray, who appreciates above all the welcome and friendliness on the site. "Worlds allow you to meet people and every two years, I see my friends. Despite the stakes, the atmosphere is also relaxing. Between two trials, the competitors lay in their deck chairs under the arbor, their devices sleeping not far from them. We discuss among enthusiasts, the language barrier does not pose problems for these anglicists.

And the French in all this? They continue their merry way. Perhaps they are inspired by their compatriots now double world champions on the football field. "And at least, our drivers are not likely to make goals," laughs Jean-Paul Perret, while enjoying a cool ice, which refers to the ball of Lloris that allowed the second Croatian achievement. Seriously, the best representatives of CMBL have, again, a great chance to "score": the Surugue brothers, Pascal and George, can again be titrated (it would be their 3 th world title) while their father Roland, associated with Thierry Ougen, is in ambush. "These two are the Poulidor of the circular flight," smiles Jean-Paul Perret, in all sympathy.

Murray Howell.



The top 15 F2B flyers went into the fly-off round. Joe Parisi and Murray Howell just missed out, as they finished in 16th and 17th place. Frank Battam placed in 70th position. There were 85 entrants in F2B.



## F2B - AEROBATICS

## Overall individual classification

Place	N°	NAME Surname	Nation	Circle A		Circle B		Fly-off 1	Fly-off 2	Fly-off 3	Result
				Flight 1	Flight 3	Flight 2	Flight 4				
1	B14	Liu YANG	CHN	1042.70	1076.00	1022.03	1010.03	1067.57	1077.63	1 073.73	1075.68
2	B39	Marco VALLIERA	ITA	1091.00	1062.07	1015.43	1005.03	1056.85	1070.58	1 075.17	1072.87
3	B70	Igor BURGER	SVK	1066.67	1054.73	1032.43	1026.43	1060.98	1072.10	1 067.62	1069.86
4	B41	Shoichiro NOGOME	JPN	1018.63	1033.83	997.77	987.20	1046.63	1068.33	1 068.20	1068.26
5	B81	Orestes HERNANDEZ	WCH	1045.80	1052.90	988.97	1042.10	1050.80	1059.02	1 074.17	1066.59
6	B42	Masaru HIKI	JPN	993.83	1044.83	1002.40	998.57	1035.27	1059.60	1 049.92	1054.76
7	B83	Chris RUD	USA	1022.30	1044.20	1032.67	976.43	1043.85	1045.47	1 061.02	1053.24
8	B28	Alexandre GAUTHIER	FRA	1055.87	1054.87	1008.27	940.10	1042.37	1041.30	1 063.07	1052.71
9	B43	Masahiro MURAMATSU	JPN	987.10	1008.70	1010.97	982.27	1052.73	1038.28	1 050.12	1051.42
10	B78	Sergii SOLOMIANIKOV	UKR	1052.27	1052.70	1013.37	949.67	1040.23	1047.83	1 052.92	1050.37
11	B84	Krzysztof BORZECKI	POL	1000.67	1025.77	1007.73	950.13	1014.53	1053.93	1 045.22	1049.57
12	B15	Jun YANG	CHN	1040.60	1053.60	1038.37	1008.23	1043.80	1037.80	1 052.68	1048.24
13	B71	Alexander SCHREK	SVK	1020.40	966.33	951.77	1005.20	1045.33	1029.65	1 049.22	1047.27
14	B13	Shujun GUO	CHN	1063.13	1068.70	1009.97	978.63	1036.47	1048.38	1 042.35	1045.36
15	B12	Lefeng XU	CHN	1016.43	0.00	985.03	1011.57	1019.47	1015.50	1 046.97	1033.21
16	B02	Joe PARISI	AUS	1006.13	1038.40	959.83	937.17				1998.23
17	B01	Murray HOWELL	AUS	1034.73	1023.80	954.80	903.50				1989.53



Getting to overseas competitions with all your required equipment and luggage does not always go smoothly as reported by Andrew Heath.

*"Cath and I arrived in Paris yesterday morning, engines, props, pipes and clothes all arrived safely. Can you see what is missing? Yep, that's correct, no models! They are somewhere in Vietnam according to the airline. They hope to get them to me soon but we are now on a train to Bonn in Germany".*

Fortunately they were able to be collected later by the Bellis brothers and delivered to Landres.

The World Championships opening ceremony was held on the French National holiday to commemorate Bastille Day. Of course, there were fireworks.



*The Australian team and supporters.*





## The F2A team happenings!

We had a good practise period today for f2A Ian's first model flew as predicted around 12.9 and is now very consistent each flight, no blown plugs and working well.

Murray had a few flights, the best of which I think was 12.53? His engines are breaking a little richer through the run so there is more to come from his model.

I flew my model twice yesterday, first flight with a std pipe and rich 13.2 seconds, not really on the pipe properly. Second flight with steel pipe was 12.4 and doing it easy. Today's only flight was 12.38 with the same set up but popping rich for the first few laps.

The air density is very low, the density altitude is around 3100ft and the air pressure barely over 29 inches of mercury. Sorry about the imperial units but I use an American machine to sample. For those interested this is very poor for creating power. If you owned a dyno you need to add a 7% correction factor to account for these conditions.

The engines are a little different to home to operate, my engine just gently comes onto the pipe and unwinds rather than leaping on at home. Let's not question why, it just does!

First rounds tomorrow for all events. (Andrew Heath)

### F2A - SPEED

### Overall individual classification

Place	N°	NAME Surname	Nation	Flight 1 (km/h)	Flight 2 (km/h)	Flight 3 (km/h)	Flight 4 (km/h)	Result (km/h)
1	A23	Luca GROSSI	ITA	264,3	302,9	300,5	302,0	302,9
2	A21	Ferenc SZVACSEK	HUN	291,2	299,5	290,6	300,0	300,0
3	A15	Paul EISNER	GBR	296,8	295,3	296,5	299,4	299,4
17	A01	Murray WILSON	AUS	292,7	0,0	0,0	0,0	292,7
22	A02	Andrew HEATH	AUS	289,6	0,0	290,8	288,7	290,8
27	A03	Ian THOMPSON	AUS	279,3	0,0	274,7	287,1	287,1



F2A team.

Andrew Heath

Murray Wilson

Ian Thompson

*"The three of us have had a good time at this event, very well run from our perspective. Regardless of what happens tomorrow we have given it our best shot, plenty of conversations on things to try to go faster, never enough practise time to give them all a go." (A. Heath)*

The overall team result is probably the best that an

Australian F2A team has ever achieved. Murray Wilson's flight of 292.7 km/h is the fastest any Australian has gone at a World Championship. Ian Thompson did a personal best time of 287.1 km/h and he is still buzzing.



Our **F2D combat team** only scored one win at the championships and finished three places from the bottom of the 29 countries that entered. The only information I have to report is from the results given by the French officials on the World Champs website. <http://www.f2cdbl.org/index.php/en/wc2018en>

The best Australian result was the one win by Bruce Bellis. Bruce’s first bout resulted in a loss but he was more successful in his next bout and got a ‘W’ against his name. When the draw was done for the next round Bruce was up against the Lithuanian hot shot Andrius Rastenis. Bruce put in a great bout but lost to the man that later went on to become the new World Champion.

Our other two F2D team representatives, Murray Wilson and Mike Comiskey were even less fortunate. They both had two straight losses to put them out of the competition. It’s a long way to travel to only get a couple of flights of up to four minutes each!

F2D - COMBAT				Overall individual classification													
Place	N°	NAME Surname	Nation	Name Mechanic	Result (wins)	Round										Fly-off	
						1	2	3	4	5	6	7	8	9	10	1	2
1	D51	RASTENIS Andrius	LTU	Kuckailis, Gintaras	10	W	W	W	W	W	W	W	W	W	W		
2	D22	FORSS Timo	FIN	Forss, Jussi	7	W	W	L	W	W	W	W	W	L			W
3	D15	BERTELSEN Andre	DEN	Forbech, Henning	7	W	W	W	W	W	L	W	W	L		W	L
4	D23	FORSS Jussi	FIN	Valkonen, Kimmo	7	W	W	W	W	W	W	W	L	L		L	
42	D01	BELLIS Bruce	AUS	Bellis, Richard	1	L	W	L									
63	D03	COMISKEY Michael	AUS	Nutter, Eric	0	L	L										
	D02	WILSON Murray	AUS	ELLINS, Mark	0	L	L										



Bruce and Richard Bellis at the combat practice field.



Michael Comiskey getting his models processed.



Pictures from Greg Nelson.

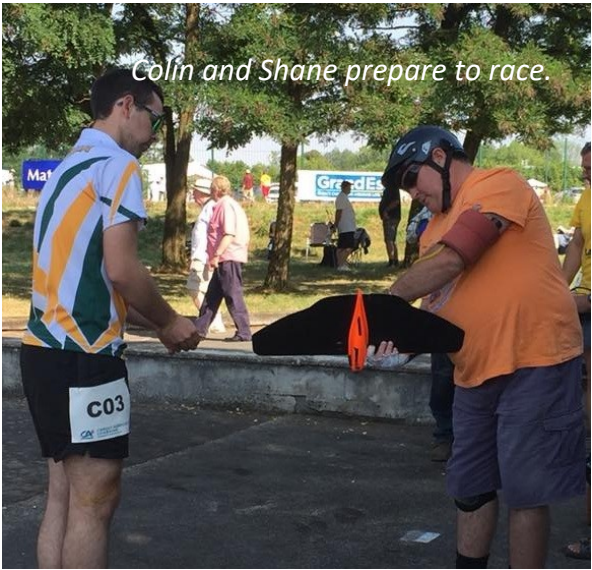


The Australian **F2C team** had some new representative teams participating at the World Championships this year. The Leknys family had three members of the family in action. Ryan Leknys was piloting for Julian Reichart and Shane Leknys was piloting for father Colin. Richard Justic and Ron Lacey were using models by Robert Fitzgerald that Ron had some input in the wing mould manufacture and wheel retract system.

In the heats Richard and Ron managed a time that was fast enough to put them in the top twelve that went forward into the semi finals. In their first semi final they improved on their heat times to record a time of 3:12.4 but they would need to be quicker if they were to get in front of the three Russian teams that had all recorded times in the 3:09 bracket. Their second semi race was marginally quicker but the 3:11.7 time included too many flicks at the pit stops so they had to be content with 6th place. Theirs was a gallant effort, they recorded decent times in all of their races and missed out on a final place by a margin of four seconds. It's tough at the top level.

Of the 20 Nations entered, Australia finished in 5th place in the team classification.

F2C - TEAM RACING					Overall individual classification				
Place	N°	NAME Surname	Nation	Heat 1	Heat 2	Heat 3	Semi 1	Semi 2	Final
1	C36	Sergei ANDREEV / Oleg VOROBIEV	RUS	3 : 12,9	DISQ	32 laps	3 : 09,9	3 : 07,4	6 : 21,2
2	C37	Sergei DOZHIDAEV / Vyatcheslav DUKOV	RUS	3 : 13,3	3 : 06,1	3 : 11,1	3 : 09,2	3 : 11,3	6 : 52,4
3	C38	Denis GOROKHOV / Pavel GOROKHOV	RUS		3 : 08,9	3 : 15,9	3 : 09,1	13 laps	7 : 19,2
4	C09	Thierry OUGEN / Roland SURUGUE	FRA	3 : 10,5			3 : 19,0	3 : 09,6	
5	C46	Igor SAVCHENKO / Maksym LOBZIN	UKR	3 : 10,8	3 : 17,6	3 : 13,8	3 : 12,9	3 : 11,1	
6	C01	Richard JUSTIC / Ron LACEY	AUS	3 : 14,7	3 : 13,9	3 : 29,5	3 : 12,4	3 : 11,7	
7	C34	Antonio CARDOSO / José GOULAO	POR	DISQ	3 : 13,2	3 : 22,6	69 laps	3 : 12,8	
8	C23	Viktor AVERIN / Algis GRYGARTAS	LTU	DISQ	3 : 13,9	32 laps	3 : 15,4	98 laps	
9	C33	Mariusz BROZEK / Piotr ZYLKA	POL	3 : 19,9	3 : 12,6		67 laps	3 : 16,2	
10	C15	Luca GROSSI / Roberto LOSI	ITA	3 :	49 laps	3 : 12,8	3 : 20,0	35 laps	
11	C10	Pascal SURUGUE / Georges SURUGUE	FRA	3 : 08,3	3 : 12,0	3 : 11,3	3 : 28,0	3 : 25,0	
12	C31	Wadaw GOLISZ / Wojciech LESIUK	POL	3 : 19,0	3 : 13,2	3 : 35,9	DISQ	3 : 42,9	
24	C03	Shane LEKNYS / Colin LEKNYS	AUS	3 : 29,3	DISQ	3 : 19,7			
29	C02	Ryan LEKNYS / Julian REICHART	AUS	72 laps	DISQ	3 : 21,9			







Frank Battam in action.



Clowning around at the opening ceremony.



Murray Howell



Julian Reichart/Ryan Leknys.



Dave Simons was the hard working team manager





*Unavoidable damage to Justic/  
Lacey model during the World Cup  
competition.*



*Waving the flags.*



*Relaxing in the evening  
at the chateaux.*



*Ian Thompson makes F2A adjustments!*



*Ric and Ron get ready to race.*



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Ray Harvey

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