
**THE VOICE OF CONTROL LINE
AEROMODELLERS FROM
AROUND AUSTRALIA**

Number 317

Produced by the Victorian Control Line Advisory Committee



April 2026

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PRODUCTION SPECIFICATIONS

**Please 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 2026

DATE	EVENT	CLUB
Apr 3-5	Victorian State Championships	CLAMF/KMAC
Apr 26	Throttles etc. - Carrier models, scale (or scaleish) models, engine control just for fun, including electric with speed controllers too.	KMAC
Apr 29-May 9	World Cup and World Championships	Perth
May 17	Navy Carrier, Combined Speed	CLAMF
May 31	American designs; paying homage to the all the iconic US c/l designers.	KMAC
Jun 14	Classic FAI, Vintage A, 1/2A Combat	CLAMF
Jun 28	Unconventional models - show off something out of the ordinary.	KMAC
Jul 12	Classic Stunt, Combined Speed	CLAMF
Jul 26	Warbirds and KMAC AGM	KMAC
Aug 9	27 Goodyear, F2F	CLAMF
Sep 13	Combined Speed, Vintage Combat	CLAMF
Sep 27	Taster Stunt	KMAC
Oct 3 - 5	NSW State Champs	TCMAC
Oct 18	F2B & Classic Stunt, 27 Goodyear	CLAMF
Oct 25	Taster Stunt	KMAC
Nov 8	Warbird Stunt, Nobler Stunt, Combined Speed	CLAMF
Dec 13	Classic FAI, Vintage A T/R & F2F	CLAMF

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

CLAMF Frankston Flying Field, 103R 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

Email:- knoxmacvic@gmail.com

Web site :- <https://sites.google.com/view/knox-model-aircraft-club/home>



COMING
EVENTS



C.L.A.S. CONTEST CALENDAR 2026

DATE	EVENT	CLUB
Apr 26	Old Engine Day (pre 1970)	KMFC
Apr 29-May 9	World Cup and World Championships	Perth
May 16-17	Muswellbrook Veterans' Gathering	MDMAS
May 23-24	QLD Queensland State Championships - Combat (date to be confirmed)	MAAQ - Ipswich
May 31	Roy Howell Memorial Classic Stunt Day	SAT
June 6 - 8	NSW State Championships - F2B Aerobatics, Classic Stunt & Combat	CLAS - Whalan Reserve
Jun 21	Peacemaker Day	KMFC
Jun 26-28	Old Phartz	Coffs Harbour
Jul 12	AGM and Fun Fly	KMFC
July 19	F2B Aerobatics	Doonside
Aug 8-9	QLD State Championships - Racing (date to be confirmed)	MAAQ Ipswich
Aug 9	Race Day	KMFC
Aug 16	Classic Stunt	SAT
Sep 19-20	Rocky Rally. Classic B Team Racing and Fun Fly	Rockhampton
Sep 27	Nobler Day	KMFC
Sep 27	F2B Aerobatics	SAT
Oct 3-5	Qld State Championships - F2B Aerobatics.	Deagon
Oct 3-5	NSW State Championships Racing & Speed	Twin Cities Albury
Oct 18	Nobler Day	KMFC
Oct 25	Classic Stunt	Doonside
Nov 1	Non Comp Stunt Day	KMFC
Nov 14	Fun Fly and 27 Goodyear	LMMAC
Nov 22	F2B Aerobatics	Doonside
Nov 29	Xmas Party and Fun Fly	KMFC
Dec 13	Xmas Swap Meet	KMFC
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.	
DOONSIDE-	Baseball diamond, Whalan Reserve.	

Queensland State Championships Contest Dates

8th and 9th of August.

Combat Weekend

Vintage Combat, F2D Combat,
Open Combat, 2.5 Slow Combat and 35 Slow Combat.

3rd and 5th October

F2B Aerobatics State Championships in Deagon QLD.

17th and 18th October.

Racing Weekend

2.5 Simple Rat, 27 Goodyear, Vintage A, Classic B, Classic
Fai, 21 Bendix, Open Bendix



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With the upcoming World Championships taking place in Perth, the timing of the May edition of this publication is likely to be disrupted from it's regular delivery dates as the publication team will be involved at the competition.

As a result, we expect to go to print a little later than is normal so do not despair if it arrives a bit late.

With the current fuel situation lets hope that travelling from the eastern States by road to Perth does not become an impossibility if fuel is not available.

Safe travels.

Best wishes and good fortune to all our competitors in the World Cup and World Championships.

Harry the Editor

Please find below website links for info on the upcoming 2026 Control Line World Championships

<https://www.2026clwc.org>

<https://2026clwc.org/Bulletins/bulletin2.pdf>

<https://2026ausworldcup.org/index.php>

<https://2026ausworldcup.org/entrants.php>

<https://www.facebook.com/groups/24057187813875561/>

<https://www.facebook.com/groups/313629455399639/>



The South Australian State Championships were held at the Monarto flying field on March 7th-9th.

The first day of competitions was on the Saturday, and as it turned out, this was the better of the flying conditions for the weekend as the afternoon winds that were a constant problem for the three days, were only moderate on the Saturday and the stunt flyers managed to get some flying done on the higher ground of the flying site.

The concrete circle is situated at the lower part of the field and is partly shielded from the winds by bushes along the roadside, and the weather did not cause any problems for the racing and speed contestants.

The five **F2A Speed** entrants mainly had two good days of competition. Robert Fitzgerald did lots of testing between the competition rounds trying different combinations of engine settings, plugs, pipes and propellers until he finally found a combination that worked for him. The resultant flight time was 11.96 seconds, which translated to a speed of 301.00 kph which is a new Australian record. Murray Wilson's model was consistent enough to place him in second place and Mark Poschkens managed a first flight of 13.24 seconds, with which he was happy enough not to try a repeat flight and gained third place.



Harry was back competing after his model broke a con rod during the Nationals. Thanks to Murray Wilson for the loan of a new rod and Robin Hiern for re-assembling the engine. He recorded four consistent times.

Mark Ellins was using his good engine that he planned to use in the World Championships, but it was being problematic for no apparent reason. A strip down and engine inspection found the reason why. The wrist pin had elongated the hole in the piston beyond a useable condition. He replaced the piston and liner assembly overnight for the next days competition with an older used sample but it was down on performance.

F2A Speed Results

Place	Entrant	Round 1	Round 2	Round 3	Round 4	Fastest	Speed in KPH	Engine
1.	Robert Fitzgerald	12.19	Att. Att.	11.96	_____	11.96	301.00	Profi
2.	Murray Wilson	12.78	12.41	12.48	13.52	12.41	290.08	Profi
3.	Mark Poschkens	13.24	_____	_____	_____	13.24	271.90	Profi
4.	Mark Ellins	Att. Att.	Att. Att.	13.29	N/T	13.29	270.88	Profi
5.	Harry Bailey	14.26	14.25	15.12	14.22	14.22	253.16	Profi



Mark Ellins releases Murray's Half A Proto to be timed from a standing start.

Of the six entries in **Combined Speed**, only three managed to record a flight time.

Maris Dislers wrecked his Half A Proto model whilst practicing, Mark Poschkens failed to record a time with his Novarossi Class 1 and mechanical problems prevented Murray Wilson getting his Nelson .29 to work.



Broken but victorious! Mark's Class 5 model.

Mark Poschkens won the competition with his only flight of his Class 5 model that just completed the timed distance before the con rod snapped.

Combined Speed Results.

Entrant	Class	Engine	Rd 1	Rd 2	Rd 3	Rd 4	Fastest KPH	Percentage
1 M. Poschkens	Class 5	Novarossi 21	15.48	DNS	DNS	15.48	232.56	95.03%
2 M. Wilson	1/2 A Proto	JAK 09 D	26.88	26.04	25.28	25.28	142.41	92.84%
3 H. Bailey	Class 1B	OSCZ11PS	Att	18.24	18.27	18.24	197.36	85.00%
4 M. Wilson	Class 2	Nelson .29	DNS					0.00%
4 M. Poschkens	Class 1	Novarossi .12	DNS					0.00%
4 M. Dislers	1/2 A Proto	??????	DNS					0.00%

Aerobatics flying started bright and early on the Saturday morning at 8:30 am. F2B Expert and Advanced were both able to complete two rounds before lunch.

F2B Expert Results

Place	Entrant	Round 1	Round 2
1.	Murray Wilson	988.5	960.25
2.	Mark Ellins	944.75	988.5
3.	Jeff Prosser	493	491.5
4.	Peter Anglberger	26.5	_____

F2B Advanced Results

Place	Entrant	Round 1	Round 2
1.	Jeff Fry	812.25	766
2.	Alan Roadknight	730.5	741.5
3.	Greg Roadknight	525	204



Pilots meeting before the contests began.



Sunday's windsock.



Jeff Fry.
F2B Advanced winner.

F2B Novice Results

Place Entrant

1. Tony Whenham
2. Mick Laundry

After lunch, four brave souls braved the increasing winds that was constantly changing direction, to fly **Classic Stunt**.



Jeffrey Prosser with his Formula S model

Classic Stunt Results

Place	Entrant	Round 1	Round 2	Model
1.	Jeff Prosser	512	519	Formula S/LA 46 & Flite Streak
2.	Maris Dislers	437	409	Flite Streak
3.	Mick Laundry	87		Calamity Jane
4.	Greg Roadknight	86		Flite Streak

On the Sunday the winds had increased, but a reluctant attempt was made to do some flying. Jeff Fry took to the circle first with his electric powered "Eclipse" but his model tipped forward on take off and clipped the three blade propeller. Jeff did not attempt any maneuvers and flew level for the whole flight.

A pilots meeting was assembled and they jointly decided that the flying conditions were not favorable and called an end to the Stunt programme.

Vintage Combat was due up next but the small number of entrants decided that due to the lack of rainfall and the lack of grass cover over the gritty red earth that was likely to cause dirt ingestion to engines, it was not worth taking that gamble, so the contest was cancelled.



Razzed prop.

Over recent years, the weather at the SA State Champs has been consistently problematic and consideration is being given as to the possibility to change the dates to a more suitable time of the year when hopefully the winds are less likely and the grass has more coverage.

F2C Team Race did not attract enough entries and did not take place.

Goodyear Team Race did not attract enough entries and did not take place.

Classic FAI Team Race only had three entries but Duncan's model suffered an undercarriage problem, so could not race.

Racing between the remaining teams was very close with the airspeed of the Nelson model giving an overtake opportunity around every 12 laps. The pitmen's work had a large influence on the race results. In the final, Bailey/Ellins were first to start at the "GO" and had a couple of laps up on the Wilson/Poschkens team. Mark Ellins was getting first or second flick restarts on the Parra but Poschy had one bad stop when the Nelson refused to fire up.



Wilson/Poschkens, Bailey/Ellins, Bainbridge/Davies

Classic FAI Team Race Results

Place	Team	Rd 1	Final	Engine
1.	H. Bailey/M. Ellins	4:36.9	9:09.9	Parra
2.	M. Poschkens/M. Wilson	4:33.6	9:26.5	Nelson
3.	D. Bainbridge/M. Davies	DNS	DNS	Fora



27 Goodyear was to have three entries but during the practice session the fuel tank valve on the Bailey/Ellins model was found to be leaking and only providing 23 laps range, so they withdrew.

Murray enlisted Maris Dislers to be his pilot. This new pairing worked well as a team and recorded a fast time in Rd 1 and continued to do the same in the final race, which left the Bainbridge/Davies team to be content with second place.

27 Goodyear Team Race Results.

Place	Team	Rd 1	Final
1.	M. Dislers/M. Wilson	5:02.72	10:37.94
2.	D. Bainbridge/M. Davies	5:44.65	11:04.26
3.	H. Bailey/M. Ellins	DNS	DNS



Wilson/Dislers, Davies/Bainbridge Bailey/Ellins



Duncan passes Maris as he is landing for a pit stop.



Mike Davies catches the model for a pit stop.



Hunter Valley Championships.

Held 7th and 8th March 2026 at Muswellbrook. Temperatures in the low 30's with Sunday being a little wind and scattered showers.

27 Goodyear Results

5 Teams	1st	P. Laing/M. Owen
	2nd	T. McDermott/M. McDermott
	3rd	R. Middleton/C. Sheridan

Vintage A Team Race Results

3 Teams	1st	T. McDermott/M. McDermott
	2nd	P. Laing/M. Owen
	3rd	R. Middleton/C. Sheridan

Simple 2.5 Rat Race Results

4 Teams	1st	T. McDermott/M. McDermott
	2nd	R. Middleton/C. Sheridan
	3rd	R. Fisher/R. Justic

2.5 Slow Combat Results

7 Entries	1st	T. McDermott
	2nd	M. Comiskey
	3rd	M. Lewis

Vintage Combat Results

9 Entries	1st	T. McDermott
	2nd	W. Bollinger
	3rd	R. Middleton

1/2A Combat results

5 Entries	1st	R. Owen
	2nd	R. Justic
	3rd	R. Middleton

F2B Stunt

Cancelled due to weather

Taster Stunt

5 Entries	1st	C. Barker
	2nd	M. Lewis
	3rd	W. Jackson

Classic Stunt

4 Entries	1st	M. Howell
	2nd	G. Van Kampen
	3rd	P. Hasler



The Taster Stunt podium at The Hunter Valley Championships 2026

Please note: the CLAS State Combat events for 2026 will be held at the Muswellbrook Field on the NSW June long weekend being 6th 7th and 8th June 2026. It is expected that the events will be completed on the 6th and 7th unless we have an unusually high number of entries or events are weather delayed.



CLAMF Club competition held on Sunday March 15th



Competitions for the day included Classic Stunt and F2F Team Race.

Five club members took part in Classic Stunt which included three Top Flite "Noblers", an electric powered "Sukhoi" and a profile "Warbird".

For Mike Richardson, this was his first time entry into competition stunt flying but he handled the extra pressure admirably.

Colin Ray was conscripted into doing the flight judging (first time for him also). He watched a sample flight whilst being given judging insights and tips and then got the contest on its way. Only one round was flown and scores shown do not include any K factor calculations.



Classic Stunt Results.

Pilot	Points	Model
Murray Wilson	115	Nobler
Mark Ellins	104	Warbird
Andrew Nugent	104	Nobler
Harry Bailey	88	Nobler
Mike Richardson	83.5	Sukhoi



TASTER STUNT – WHAT'S THIS?

Mick Taylor outlines a new and simplified stunt coup aimed at three types of C/L flyer. Read on....

Taster Stunt is a new idea which may be of interest to three types of C/L flyer - novices wishing to move on from round and round flight, previous flyers returning after many years absence, and those currently flying a non-aerobatic event. The intention is to offer the opportunity to fly a simple stunt schedule based on the Sam 35 Vintage Sent rules in front of a judge under timed conditions, but without the perceived stress of a formal competition.

RULES

Any model capable of aerobatics may be flown.

No bonus points.

Minimum of two laps between each manoeuvre.

Hand signal required prior to a manoeuvre.

Ten minutes maximum flight time from signal to start engine.

Restart within ten minutes allowed.

Hand or electric start of engine permitted. (Electric powered models are allowed)

Scoring as per the Sam 35 Vintage schedule, Poor/Fair/Good only.

Both "Taster Stunt - Basic Level" and "Taster Stunt -Intermediate Level" are flown to the Vintage Schedule as modified below. The two levels will normally be flown together but with separate results and awards for each.

TASTER STUNT BASIC LEVEL

Compulsory manoeuvres ;Take off - Level Flight (2 laps)- Climb –Dive –Landing

Optional manoeuvres. Any 5 of the following to be nominated before the start of the flight:-

Wingover (1) – Inside Loop (1) – Outside Loop (1) –Inverted Flight (1 Lap)

Horizontal Eight (1) - Vertical 8 (1) - Overhead 8 (1)- Square Loop (1) -Three Leaf Clover (1)

TASTER STUNT INTERMEDIATE LEVEL

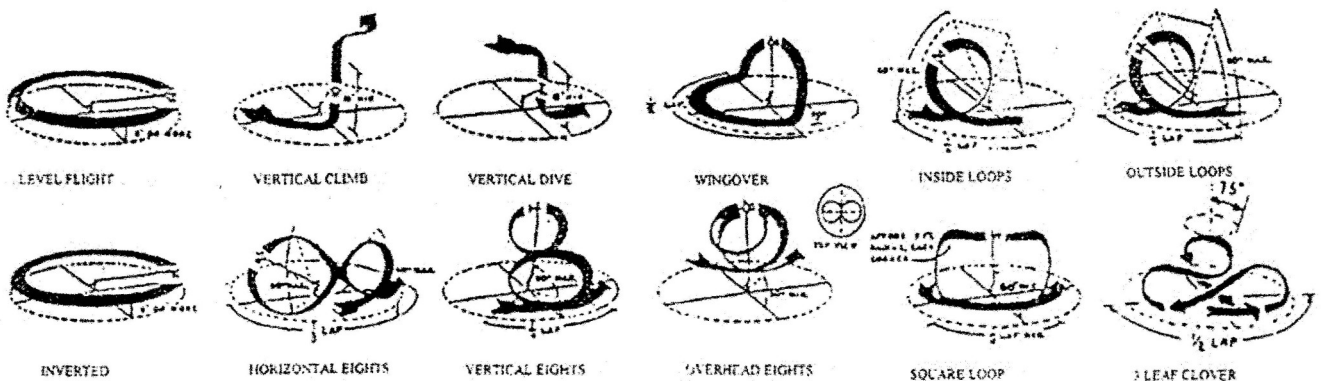
Compulsory manoeuvres ;Take off - Level Flight (2 laps)- Climb –Dive –Landing .

Optional manoeuvres .Any five of the following to be nominated before the start of the flight:- Wingover (1) – Inside Loop (2) – Outside Loop (2) –Inverted Flight (2 Laps)

Horizontal Eight (2) - Vertical 8 (2) - Overhead 8 (2)- Square Loop (1)-Three Leaf Clover (1)

This format allows for varying degrees of confidence/competence for each competitor and the basic requirement will enable anyone to enter and obtain a score. As a pilot learns additional manoeuvres he may nominate them one by one as confidence grows - more manoeuvres equals more points!

Below: Sam 35 Vintage Aerobatic Manoeuvres (more details at: www.sam35.org)



AROUND THE CLUBS



After the **Classic Stunt** concluded the concrete circle hosted some **F2F team racing**

F2F Racing Results

Team	Time	Engine
Harry Bailey/Murray Wilson	4:30.7	Nelson
Colin Ray/Julia Lesiuk	4:48.4	Zalp



Afterwards, some F2C type practice racing took place using F2F models using 48 foot six inch and 0.012" lines . The object of this was get the pilot rotation speeds close to those experienced during F2C racing for the pilots.



It was also a good day to give some trainee pilots some experience using one of the clubs trainer models.



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Note * BASF is the hard black material.

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- \$10 Line reels. Plastic. Large Diameter.
- \$16 Double line reels for combat. Large Diameter.

Greg Nelson.

taipanprop@gmail.com

-
- New Fox 35 flow-through muffler. Over/under mounting. \$50.
 - Raduga 7. Russian-made aerobatic motor with muffler and integral spinner. Little running, no air time. \$60.
 - Veco 35 Series 100 aerobatic motor with tongue muffler. Clean. Good power. \$65.
 - HP40 Gold Cup. Internals original but case fins have been partly turned down and re-coated to original colour. \$40.
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Czech model engine book Linka/Kafka, new		\$75 posted
K&B 40s used excellent		\$100
OS FS 40 excellent in box		\$175

Contact Wayne Wilson whyzedman@hotmail.com

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