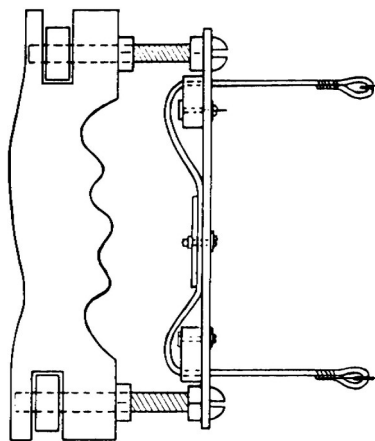




THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 319

Produced by the Victorian Control Line Advisory Committee



June 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 sub-
mitted by disk or email. This makes formatting much
easier on the editor.



COMING EVENTS



VICTORIAN CONTROL LINE CONTEST CALENDAR 2026

DATE	EVENT	CLUB
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

Note:-

At this point of time, CLAMF has no intentions of running a Control Line Nationals at the end of the year.

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
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 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	Gordon Burford 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 6	Christmas BBQ and Fun Fly	SAT
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



This month's edition brings us up to date with ACLN publications.

Of the almost 500 pictures and videos that I took at the World Championships, I am limited to how many I can use for publication so I so I concentrated on using ones that are most relevant to our Australian subscribers. I tried to be as accurate as I could be with my reports and appologise if I got any of my facts incorrect.

I would like to comment about the organising and running of the World Championships in Perth. I attended the ones in 2016 and, along with many others, I thought the facilities and organisation then were fantastic. This year seemed even better.

Trevor Letchford and his team in WA did an exceptional job and were assisted by a large number of volunteers doing administration and organization.

Without the participation of judges, timekeepers, score tabulators and others that are to many to mention, events like this could not happen so, on behalf of all modelers.

Thank you.

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.

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Wednesday April 29th to Friday May 8th 2026

The week before the World Championships began there was a World Cup contest. Some competitors used this contest as a practice for what was to come in the World Championships but non World Championships competitors were also able to take part..

The three Australian competitors in **F2A** attained 2nd, 4th and 13th places.

In **F2B** our team had 11 entrants. Murray Howell held the lead in the first two days of competition but was pushed back into third place by two American team members in round 3. Our next best placed flyer was Joe Parisi in 7th place.



We had four teams in **F2C**, two of which made it into the final race but were unfortunately disqualified during the race, but a second and third place is not such a bad result.

Our five **F2D** combat flyers placed 5th, 9th, 13th and two in =19th place after two straight losses in their bouts.



A **Classic FAI Team race** was also included in the World Cup competition but it was flown after the F2C semi final races during the World Championships.

A full list of World Cup results can be viewed here:-
<https://2026ausworldcup.org/results.php>

World Championships Sunday May 3rd. Processing. opening ceremony and World Cup trophy presentations.



F2A 2nd R. Fitzgerald 1st A. Valishev 3rd W. Hughes



*1st O. Hernandez
F2B 2nd D. Fitzgerald 3rd M. Howell*



*F2C 1st R. Metkemeijer
2nd G. Potter/C. Ray 3rd C. Leknys/R. Leknys*



*World Cup F2D podium.
1st A. Minor
2nd E. Lyu 3rd K. Valkonen*



Monday May 4th was the first day of the qualifying rounds of World Championships competition.

In F2A there were a couple of flights above 300kph Alex Valishev attained 304.4kph but that speed was marginally beaten by Robert Fitzgerald with his 304.9kph.

Left picture:- Alexander Valishev.



Murray Wilson in F2C Qual 1



All of the Australian F2D flyers suffered a loss in Rd 1.

Murray Howell was our highest scorer on this day in F2B with 1028 points. Joe Parisi's score was 1026 and Mark Ellins score for the day was 895.



Competition Day 2 May 5th.



The Potter/Ray team.

In **F2A**, Mark Ellins recorded his first time for the competition, Andrew Heath slightly improved on his previous time and Rob Fitzgerald failed to record a time.

All our **F2B** pilots improved on their scores from the previous day.

In **F2C**, Wilson/Poschkens improved their race time by 0.4 seconds, Ray/Potter had a slower time than before and Leknys/Leknys posted 3:29.3 after their previous days DNF.

All our **F2D** male pilots again had losses which put them out of the competition. Maryanne Stewart also lost her bout but had a fly off with the Danish junior female flyer in the female category but was a loser once more.

Wednesday May 6th saw the third rounds of qualifying for F2A, F2B and F2C. F2D had the first of the elimination rounds.

American Alex Valishev was hoping to do a flight of 310kph at the World Championships and on this day he got a little bit closer to his wish with a flight of 308.1 to take the lead in the competition. Mark Ellins improved to 284kph.

Our stunt pilots recorded their third competition flight obtaining similar scores to their previous ones. Murray Howell progressed to the fly-offs but Joe Parisi just missed out.



A happy Colin and Jessica Ray

In F2C Wilson/Poschkens did not improve on their previous times but their best time of 3:18.0 was good enough for them to progress through to the semi finals. Ray/Potter raced their way to a 3:17.1 fastest time of the contest and also progressed through to the semi finals. Leknys/Leknys suffered another DNF and exited the contest.



Thursday May 7th

F2A was scheduled as a spare day and no contest flying took place.

In F2B the fly off rounds commenced. Orestes Hernandez of USA continued to hold on to his first place with Chinese pilots in close contention holding on to the next three places.

In the first semi final of F2C, Wilson/Poschkens race resulted in a time for them of 3:19.4. Ray/Potter did a 3:31.9 but hoped to do better in the second semi the following day.

F2D continued throughout the day. In one of the bouts, almost immediately after its start there was a line breakage at the handle end of one of the models. The loose model spiraled upwards almost vertically with the engine running at full speed. The contestants and spectators watched as it climbed to a high altitude until it finally disappeared from view. Its descent would have been out of sight.

The **Classic FAI team race** was flown after the F2C semi final.

It was good to see some international teams from Holland, Ukraine and New Zealand taking part. The preparation work that Andrew Nugent and Mark Ellins had done with their KMD engine paid dividends. Rob Metkemeijer used his 1978 World Championship model and steel 1978 FMV engine and I think Bellis Gannon used a Rothwell R250.



Orestes Hernandez of USA with his model as Kerry Ewart looks on.

TEAM NAMES	HEAT 1	HEAT 2	FINAL	
NUGENT/ELLINS	04:17.57	DNS	08:37.40	1st
BELLIS/GANNON	04:21.28	DNS	08:59.67	2nd
MAKARENKO/OSADCHYI	04:55.25	04:31.80	09:32.72	3rd
BAILEY/BADDOCK	04:40.00	04:34.33		4th
OLIJVE/METKEMEIJER	04:51.41	05:34.20		5th
RAY/LANE	04:45.30	DNS		6th
POTTER/PARKS	19 laps	04:43.11		7th
ROBINSON/ROBINSON	04:57.09	04:59.34		8th
LECKNYS/LECKNYS	DNS	29 laps		9th



Friday May 8th

After two weeks of activity at Whiteman Park, all the competitions were drawing to a close. F2D was the first to have the results decided but F2A and the new World Championship event of electric speed F2G had some final placings to be decided.

The last of the F2B flights took place to decide the overall winners and team placings.

F2C had the last three of the semi final races and the 200 lap final to run.

F2G flights have not had a previous mention in this report, but they were taking place in the same circle as F2A over the same time periods. It was an interesting and different event to spectate as it is not an event that we take part in in Australia.

There were three entrants from Switzerland, two from France including a female junior, and one from USA. It's very similar to the way F2A is flown but without the noise and smoke but with the same kind of speeds. Swiss pilot, Daniel Rota's timed flights were all in the 307 kph region. French female junior pilot Heloise Picard fastest time was 275.7kph.



*Robert Fitzgerald. A new Australian F2A record flight of 306.6 kph
Second place in the Australian World Championships.*

The last flight of the day was from the Current World Champion and contest leader Alexander Valishev. Could he manage to get his hoped for 310 kph? The settings for his first attempt were not quite right so he landed, adjusted, refueled and took off but it still was not right. On his second attempt, no time was recorded so he had to be content with his 308.1 kph speed with which he became World Champion.

This was a day for the fast F2A pilots to show what they could do. Alex Valishev had two previous flights of the same time of 308.1kph and was leading the competition. Robert Fitzgerald was in second place with one last chance for improvement, so we waited as he took his model out to the circle for what was possibly his last flight of the competition. The engine was started and set off on its flight and it sounded strong. Fitzzy place the handle in the pylon and counted down the nine laps for the one kilometer distance. The engine rpm kept a constant sound throughout the flight and the resultant speed of 306.6 kph put a grin on Fitzzy's face and rapturous applause ensued. A new personal and Australian record, but could he hold on to second place as more flights were to come.

Frenchman Matthieu Perret followed with his best time of the competition, but his 303.1 kph was not enough to gain second place. Only one other pilot managed to pass the 300 kph mark and that was William Hughes from the USA with a speed of 302.4 kph.



D. Rigotti W. Hughes A. Valishev P. Hemple

With two Australian teams left to fly a second semi final in F2C, could we dare to hope that they could both manage to get a place in the final race. That is what happened at the previous 2016 World Championships in Perth when Robert Fitzgerald and Mark Ellins became World Champions and Murray Wilson and Mark Poschkens had to be content with a second place.

Could Poschy and Muzza add a World Championship first place to their second placings at previous competitions?

We moved over and joined the spectator crowd at the team race circle to find out.

In their second semi final, Ray/Potter improved on the first semi time to record 3:20.4. Would it be enough?

Wilson/Poschkens second semi final came to an end at lap 67 as they did not finish the race. Would their first semi time of 3:19.4 be enough? The current F2C World Champion Polish team had set a time of 3:16.7 in their first semi but 3:23.9 in their second. The second Polish team improved to 3:15.3 so both were looking good for the final. None of the remaining teams could beat the time from of Wilson/Poschkens so they had made it to the final but Ray/Potter missed out by a mere two seconds of taking the third choice position.

So to the final race. From the start all teams were up and away quickly. All pilots looked comfortable with non of the holding that had taken place during many of the early heats and there was very little difference in airspeed. At the first pit stop at 46 laps, the FEDAN, Mariusz / LESIUK, Wojciech team had the misfortune of the model clipping the pitman's knee on release and it ran into the circle and onto the grass. The two remaining teams continued racing and at the half way distance Wilson/Poschkens of Australia were leading by 2 laps. Mark Poschkens had been getting some brilliant one flick restarts.

The race continued with the same margin between the two teams until on lap 159 the Polish team of PIOTROWSKI, Krzysztof / DZIKOWSKI, Michal came in for their final pit stop. The pitman caught the model, refueled flicked once, and the motor fired, the pilot eagerly tensioned the lines for takeoff and in doing so the engine stopped, and the model was pulled from the pitman's grip and into the circle but could not be retrieved. From then onwards it was a solo flight to the 200th lap for Wilson/Poschkens team and after many years of trying they finally became F2C World Champions.



2026 F2C World Champions



Murray Wilson

Mark Poschkens

With all the competitions now completed we moved on to the presentation ceremony.

All the countries paraded to the front of the stage and contestants were called up to receive their certificates and medals. It was a longish process as the individual juniors, females, individual male seniors and then the team awards.



F2A individual podium



F2A Team podium



F2C Team podium



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Contact Wayne Wilson whyzedman@hotmail.com

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The full World Championships Results can be viewed here :-

<https://2026clwc.org/Results/index.php>

YouTube Video link for Classic FAI Team Race Final:-

<https://www.youtube.com/watch?v=SfYZXbEj15M>

YouTube Video link for World Champs F2C Final:-

<https://www.youtube.com/watch?v=QYPqrNXsQsM>

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