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

Number 302

Produced by the Victorian Control Line Advisory Committee



November 2024
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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 2024**

DATE	EVENT	CLUB
Nov 10	Warbird Stunt and Nobler Stunt, Combined Speed,	CLAMF
Nov 24	Brimbank Vintage Combat and car-boot sale.	KMAC
Dec 8	Vintage A, Classic B, Classic FAI.	CLAMF
Dec 15	KMAC Christmas function, and Doug's Day Australian Vintage Stunt	KMAC
Dec 30-Jan 2	CLAMF Grand Prix Racing Speed and Combat (events to be confirmed)	CLAMF
2025		
Jan 26	All-Aussie fly-in	KMAC
Feb 23	Little Models and All-Sheet creations	KMAC
Mar 30	Electric clinic (learn from those who already do!)	KMAC
Apr 18-21	Victorian State Championships (Easter weekend)	
Apr 27	Throttles etc. (Carrier models, scale or sport, IC or electric with speed controllers)	KMAC
May 25	American designs (let's pay homage to the all the iconic US c/l designers)	KMAC
Jun 29	Unconventional models (bring something out of the ordinary)	KMAC
Jul 27	Warbirds and KMAC AGM	KMAC

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.aerospports.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>

CLAG has monthly fly-ins at the Moe Race Track every first Sunday of the month.
Contact :- Reeve Marsh 0405 001 008



**COMING
EVENTS**



C.L.A.S. CONTEST CALENDAR 2024

DATE	EVENT	CLUB
Nov 3	Non-Comp Stunt Day	KMFC
Nov 10	F2B Aerobatics	SSME
Nov 24	F2B Aerobatics	Whalan Reserve
Dec 1	Christmas Party & Fun Fly	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.	

2024 CLASII Ipswich Calendar



14 Dec Christmas Breakup, 27 Goodyear, Open
Combat, Vintage Combat.

**Send your articles for publication to
Newsletter Editor**

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3 Bailey Place
Pakenham 3810
Victoria**

**Email:-
hbailey@optusnet.com.au**

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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.

NSW Aerobatics State Championships.

Flown at the SAT Field. Ashford Reserve. Milperra. 5th, 6th & 7th October.



Wind. - Calm and variable until 10 am. then strong from the west that made for some interesting flights and some pikers.

An enjoyable weekend with some excellent flying and a whole lot of fantastic models.

Results

F2B (Exp.)	1. M. Howell	1125.65
	2. R. Towell	956.10
	3. F. Battam	948.60



F2B (Adv.)	1. G. Lynch	882.58
	2. P. Hasler	862.90
	3. J. Hammerslag	841.15



Classic	1. T. Bonello	557.50 (Caprice/ST .46)
	2. R. Towell	551.50 (Thunderbird 1/Fox .35)
	3. G. Lynch	545.50 (Thunderbird/O.S .35)



Vintage	1. D. Kyssecker	Static 121	Final 281.50 (Jamieson Special/Torpedo.29)
	2. F. Battam	Static 125	Final 279.25 (Jamieson Special/Atwood .49)
	3. M. Howell	Static 126	Final 261.25 (Jamieson Special/Atwood .49)

Regards, P. Turner. Pictures by Sara Siwaporn.

C.L.A.S. – NSW State Control Line Combat Championships.

Held 12 & 13 October 2024 at the Muswellbrook Field



Results

2.5 Slow Combat – 10 entrants

1st	Chris Birch	L	W	W	W	W	W
2nd	Robert Owen	W	W	W	W	L	W
3rd	Mike Lewis	W	W	L	W	L	
=4th	Richard Justic	L	W	W	L		
=4th	Michael Comiskey	W	W	L	L		
=5th	Marianne Stewart	W	L	L			
=5th	D. Drayton	W	L	L			
=6th	P. Wallace	L	L				
=6th	Bob Fisher	L	L				
=6th	Trent McDermott	L	L				



F2D Combat – 5 entrants

1st	Michael Comiskey	W	W	W	W
2nd	Robert Owen	L	W	W	L
3rd	Chris Birch	W	W	L	L
=4th	Trent McDermott	L	L		
=4th	Marianne Stewart	L	L		



Vintage Combat – 10 entrants

1st	Ross Middleton
2nd	Robert Owen
3rd	Mike Lewis



Open Combat – 4 entrants

1st	Robert Owen	W	L	-	W	W
2nd	Trent McDermott	W	W	W	L	L
3rd	Michael Comiskey	L	W	L		
4th	Warren Leadbeatter	L	L			

1/2A Combat – 5 entrants

1st	Robert Owen	W	W	W	W
2nd	Mike Lewis	W	L	W	L
3rd	Chris Birch	L	W	L	
4th	Bob Fisher	L	L		



Open Combat models.

Pictures by Michael Towell and Warren Leadbeatter.

POSTAL CLASSIC FAI (International)

COUNTRY	TEAMNAMES	HEAT 1	HEAT 2	HEAT 3	PLACING	Group A	Engine
UK - BARTON	Hill/Ross	04:36.90	04:38.70		6	1	
	Fitzgerald/Needham	04:56.80	04:40.90	DNF	7	2	
	Toogood/Lewis	05:12.90	05:25.30	04:51.20	9	3	
	Cannon/Pinkerton	08:37.10	06:07.30	05:57.70	12	6	
	Ross/Court	94 laps			14	8	
BMFA UK NATIONALS	Waters/Burns	05:44.00			11	5	
	Cannon/Pinkerton	07:48.60			13	7	
WESTERN AUSTRALIA	B Bellis/I Thompson	04:24.58	04:48.25		4	4	NELSON RIRE/ Mr Clean
	R Bellis/D Gannon	05:01.75	04:47.94		8		R250/ OD, Rossi RIRE/ Timepiece
	T Letchford/J Stivey	05:36.19	05:15.56		10		R250/ Orion
NSW STATE CHAMPS	Wilson/Potter	04:33.06	04:31.08		5		Not Group A engines
	Nugent/Ellins	04:22.78			2		Not Group A engines
	Cameron/Fitzgerald	04:19.61			1		Not Group A engines
	Bailey/Heath	47 laps	04:45.94		8		Not Group A engines
	Ray/Barker	04:24.40	04:31.46		3		Not Group A engines

Finally I have collated the only results sent to me for 2024 Round 3
Norm Kirton.

Worldwide Ringmaster Fly-A-Thon at KMAC (and friends)

The Worldwide Ringmaster Fly-A-Thon was held this year over the weekend of October 6th and 7th (and 13th / 14th as it turned out!) and the Knox Model Aircraft Club again put in some effort to contribute to this celebration of an iconic series of designs.

KMAC members exercised Ringmaster variants from (of course) the traditional original S1, through the later S1A (different wing structures), the Baby Ringmaster and this year even a Ringmaster

Biplane! Engines ranged from typical classic US types such as the Johnson and K&B Stallion, but there were also Enya, OS, Double Star and Glo-Chief powered beasts.

A total of 24 flights were logged by eight different pilots across KMAC,

Moe and DAC, with most of those on the primary weekend of 6/7 October. Saturday was the better conditions of this main weekend and therefore had the greater turnout, but a few flights were added on the Sunday. Additionally, some further flights were made on the following "contingency" weekend which had been set in case of marginal weather (indeed the primary weekend was a bit blustery and rainy...).

Report from Reeve Marsh

Pictures from Philip Thomas.



NSW Control Line Racing and Speed State Championships.



Held at the Twin Cities Club in Albury October 5th – 7th

As there were only two teams ready to race in F2C all heats were obviously two up. Two races took place on Saturday and the third race was on Sunday. Wilson/Walton were using an older model that had a retract undercarriage which had a failure of the wheel/bellcrank mechanism which collapsed during take off at the first pit stop causing a DNF. Ray/Baker continued to race and finished with a personal best time of 3:21.19



Steve Walton in F2C action.

F2C Results.

Pos.	Team	Rd 1	Rd 2	Rd 3
1.	Colin Ray/Neil Baker	3:47.34	40 laps	3:21.19
2.	Murray Wilson/Steve Walton	3:24.71	3:28.04	DNF



Neil Baker sends his model on it's way.

F2A Speed had representatives from NSW, Queensland, S.A. and Victoria.

Robert Fitzgerald worked hard all weekend to get his model to work properly but did not



John Jacobsen 3rd

Andrew Heath 2nd

Mark Ellins 1st

manage to record a full distance time.

Harry Bailey brought his recently repaired model, but at his second flight attempt the model popped out of the dolly and touched the concrete which broke the prop and the resulting out of balance engine run disintegrated the model boom and tailplane.

Mark Ellins put in a very good second flight to produce a time of 12.283 seconds giving a speed of 293.093 KPH which was the fastest of the two day competition.

Andrew Heath was consistent but could not match the time set by Mark. Andrew also acted as proxy pilot for John Jacobsen from Maryborough and flew John's all carbon fibre model and John was rewarded with a third place.



Steve Walton starts up Marks Profi engine

F2A Results

Place	Entrant	Rd 1	Rd 2	Rd 3	Rd 4	Best Speed in KPH
1.	Mark Ellins	12.612	12.283	0	Att/Att	293.093
2.	Andrew Heath	12.369	12.331	12.513	0	291.925
3.	John Jacobsen	Att/Att	13.585	13.489	Att/Att	264.9
4.	Harry Bailey	Att/Att	0	0	0	0

27 Diesel Goodyear team race had four teams ready to race after some practice to obtain a speed as close to the 27 seconds for ten laps speed limit. Tim Cooper's "Shoestring" model engine cut whilst high in the air in an upwind position and a heavy landing broke both wings from the fuselage, so Tim had to revert to his second choice model for the contest.

Harry Bailey did not have his usual team member (Ken Hunting) available to assist so Andrew Heath volunteered his services as pitman.

Grant Potter teamed up to pit for Colin Ray and Steve Walton (over from W.A.) got some more pitting duties for Murray Wilson.

Bailey/Heath set the fastest heat time of the day and decided not to fly a second round.

Steve Rothwell took on the CD duties, and no teams were penalised for exceeding the speed limit.

27 Goodyear Results.

Place	Team	Rd 1	Rd 2	Final
1.	M. Wilson/S. Walton	5:34.4	5:59.78	10:36.66
2.	C. Ray/G. Potter	6:56.90	5:27.0	10:53.34
3.	H. Bailey/A. Heath	5:13.74	DNS	11:06.76
4.	T. Cooper/A. Nugent	7:16.62	5:59.53	

Some very competitive nice looking models and teams took part in the **Classic FAI team racing**. Nugent/Ellins and Cameron /Fitzgerald were content with the race times they obtained in heat 1 and decided not to fly in a second heat. Ray/Baker flew in a two up race against Bailey/Heath and produced another quick time but the Parra engine in the Bailey/Heath model had an over-compressed setting and overheated to an extent that it could not be re-started.

Grant Potter was on hand to be mechanic for Murray Wilson but could not produce a time good enough for a place in the final.

The final was a close run thing between Cameron/Fitzgerald and Ray /Baker with the result in favour of the team from S.A. by a narrow margin of 0.10 seconds. The Nugent/Ellins model lost it's race speed and they had to settle for a third place. A later inspection of their stripped down Fora engine had some aluminium flakes exhibited and both the big end of the con rod and the little end in the piston were well and truly worn out.

Classic FAI Results.

Place	Team	Rd 1	Rd 2	Final	Engine
1.	P. Cameron/R. Fitzgerald	4:19.61	DNS	8:58.91	Taipan Special
2.	C. Ray/N. Baker	4:24.4	4:31.44	8:59.01	Nelson
3.	A. Nugent/M. Ellins	4:22.78	DNS	10:34.24	Fora
4.	G. Potter/M. Wilson	4:33.06	4:31.08		Parra
5.	H. Bailey/A. Heath	DNF 47	4:48.94		Parra



Ray/Potter Wilson/Walton Bailey/Heath



Andrew Nugent pitted for Tim Cooper.



Ray/Baker, Nugent/Ellins
Fitzgerald/ Cameron



Robert Fitzgerald



Mark Ellins



Neil Baker

A small entry of only three competitors flew some of the larger model classes on the large concrete circle at Albury.

Harry had a flight of his Class 1 model but could not get it to groove in level flight for any length of time and stopped his flight before any major damage could be done.

John Jacobsen had brought the carbon fibre models that he built and got Andrew Heath and Murray Wilson to act as proxy pilots for him. When Murray had the first flight of the Class 2 he had great difficulty getting his hand into the pylon due to the amount of pull of the model. A time of 9.9 seconds was recorded but it could not be counted as official. On another attempt the pylon was engaged for an official flight of 10.24 seconds.

Murray's Class 3 mono-line model is another large model that pulls hard when it is on full song. Flight 1 produced a time which was faster than the current record but a second attempt was even faster and resulted in a contest win and an Australian record claim for Murray.

Combined Speed Results.

Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	M. Wilson	Class 3	OS 60 VR	10.46		10.38	10.38	278.54	103.80%
2	J. Jacobson	Class 2	Nelson	(9.9)		10.24	10.24	286.81	92.87%
3	J. Jacobson	Proto	?	28.32			28.32	204.58	90.96%
4	H. Bailey	Proto	Novarossi 21	34.70	39.90	33.55	33.55	172.69	76.78%
5	H. Bailey	Class 1	Novarossi 12	0					0



Model processing for a Class 3 record claim.



Vintage A team race was held on the final day (Monday). We elected to use the hard surface for racing. The grass circle was fit to use but was not marked with circles. A lot of competitors had set off homewards and we had to conscript some of the Albury locals to do some lap counting and some mixing and matching of team members also went on.

Most teams were using R250 engines and these all recorded a heat time in the 3 minute 20 second bracket. Tim Cooper was using a PAW in his "Footprint". He had range and good re-starts but not the required airspeed.

Harry Bailey was racing his new "Tomahawk" model for the first time and with the assistance of Mark Ellins produced the fastest time of the day. The engine sounded crisp and revvy and when Mark checked the APC propeller he found Harry had mistakenly fitted a 7X6 and not the expected 7x7.

The three models in the final were a "K31", a "Dimpled Dumpling" and a "Tomahawk". Racing was evenly paced up until the 90 lap mark when a racing incident ended the chances of the Wilson/Walton team. Here is a description from Albury local Danny Maslowicz.

"Our regular Vic competitor Harry Bailey had a good weekend and could have gained a first place but for an unfortunate accident in the Vintage 'A' team race when his engine cut simultaneously with Murray Wilson's and the models were about 1m apart on landing - Harry's model at the rear had no chance to avoid ploughing through Murray's lines and so earned a dreaded D/Q. I saw this close up because I was clicking the watch and lap-counting".

The "Dimpled Dumpling" suffered a broken tailplane and cut lines, and could not continue but Neil Baker retrieved the "Tomahawk" and continued to race to the finishing line.

Vintage Team Race results.

Place	Team	Rd 1	Rd 2	Final
1.	A. Nugent/M. Ellins	3:26.67	3:24.5	6:42.94
2.	M. Wilson/S. Walton	3:24.42	3:44.41	DNF 93 laps
3.	H. Bailey/M. Ellins, N. Baker	3:21.65	DNS	7:19 DISQ
4.	C. Ray/N. Baker	3:24.69	3:28.09	
5.	T. Cooper/A. Nugent	5:35.24	DNF 47	





F2F team race was the last event to be flown. Tim Cooper used a Fora Junior engine, but it did not have the pace of the other three engines and he declined flying a second round.

The final 200 lap race for these profile fuselage F2C models was incident free and the Wilson/Walton team claimed another first place medal.

F2F Results

Place	Team	Rd 1	Final	Engine
1.	M. Wilson/S. Walton	4:03.07	8:11.38	Profi
2.	C. Ray/N. Baker	4:23.58	8:56.97	Zalp
3.	H. Bailey/M. Ellins	4:29.22	10:05.77	Nelson
4.	T. Cooper/M. Ellins	5:21.60		Fora



Thanks go to CLAS for supporting the State Championships and also to Andrew Heath for doing much of the organising. Steve Rothwell was the contest director for many of the racing events and also did lots of timing of the speed models. Albury local Darryl Smails and some other locals did a great job of preparing the flying site.

The Twin Cities club members usually do the catering at the field but they were busy holding a float plane event at the Hume weir so our lovely ladies provided us with food and drinks using the clubs facilities.

Pictures in this report were taken by the Editor and Neil (Nobby) Baker.

Danny Maslowicz was on hand to help out with lap counting duties and brought along a "Sorcerers Apprentice" team race model with it's Amco engine and a copy of the June 1953 Aeromodeller magazine with the original plan for show and tell. Surprisingly, Eric Holland another of the Twin Cities Club members commented that he had one of those also, and the next day he brought it to the field so we could take some photo's.

Eric also brought a couple of his old Mini Goodyear team racers from back in the day's when they raced with small Cox engines.



Eric Holland & Danny Maslowicz

News from ZVA

Just for those that are not aware. Australia is likely to submit a proposal to hold the 2026 Control Line World Championships in Perth.

If you would like to be involved please let it be known.

Trevor Letchford.

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Greg Nelson.

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