

THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 274

Produced by the Victorian Control Line Advisory Committee



May 2022

INSIDE THIS ISSUE

Contest Calendars.

Notices.

Victorian State Championships, Results,
Reports and pictures.

For Sale and Wanted.

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 2022

DATE	EVENT	CLUB
May 15	Combined Speed , Simple Combat	CLAMF
June 12	Classic FAI , Vintage A, ½ A Combat.	CLAMF
Jul 10	Classic Stunt, Combined Speed .	CLAMF
Aug 14	Carrier Deck, 27 Goodyear.	CLAMF
Sep 9	Combined Speed , Vintage Combat.	CLAMF
Oct 16	F2B & Classic Stunt, Simple Combat,	CLAMF
Nov 13	Warbird Stunt and Nobler Stunt, Combined Speed ,	CLAMF
Dec 11	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.aerosparts.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

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COMING
EVENTS



C.L.A.S. CONTEST CALENDAR 2022

DATE	EVENT	CLUB
May 1	Classic Stunt.	SSME
May 22	F2B Aerobatics.	SSME
Jun 11-13	NSW STATE CHAMPIONSHIPS. Aerobatics and Combat	CLAS Whalan Reserve
Jul 3	KMFC AGM.	KMFC
Jul 24	F2B Aerobatics.	KMFC
Jul 31	F2B Aerobatics.	Doonside
Aug 7	Peacemaker Day.	KMFC
Aug 14	Classic Stunt.	SAT
Aug 27-28	Oily Hand Diesel Weekend.	Cowra
Sep 11	F2B Aerobatics.	SAT
Sep 11	Slow Combat & Vintage Combat.	SSME
Sep 24-25	Classic B Team Racing and Fun Fly.	Rocky Rally
Sep 25	Gordon Burford Day.	KMFC
Oct 1-3	NSW STATE CHAMPIONSHIPS. Racing and speed.	CLAS Twin Cities Albury
Oct 30	Classic Stunt	Doonside
Oct 6	Festival of Speed.	KMFC
Nov 13	F2B Aerobatics	SSME
Nov 27	KMFC Christmas Party and 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.
DOONSID- Baseball diamond, Whalan Reserve.

Send your articles for publication to Newsletter Editor

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3 Bailey Place
Pakenham 3810**

**Victoria
Email:-**

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2022 Clasi Calendar



30 Apr –1 May	<u>QLD State Champs, CLASII Ipswich</u> 2.5 Rat, 27 Goodyear, Classic B, Vintage A, Classic FAI, 21 Bendix
11 – 12 Jun	NSW State Championships
23 Jul	Vintage Combat
20 Aug	Vintage B, Classic B
24 Sept	Rockhampton (Rocky Rally)
1 – 2 Octo	<u>QLD State Champs, CLASII Ipswich</u> Vintage Combat, F2D, Open Combat, 2.5 Slow Combat, 35 Slow Combat
10 Dec	Christmas Breakup, Vintage Combat and 35 Slow Combat

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This substantial manufactured bellcrank in Paul Stein's "Dimpled Dumpling" team racer fractured during a race at the Vic State Champs with the obvious consequences.



2022 Victorian State Championships.

The first event on Good Friday was scheduled to be F2C team race but with only two entries

received the contest did not run.

In Classic FAI team race, John Walker had brought a lovely brand new model that had been built by Ray Harvey. After a few minor fuel feed problems he managed to get it running but during the practice session with team pilot Ross Middleton the model crashed and the model was damaged and the team withdrew.

Colin Ray made a welcome return to racing and teamed up with Neil Baker, South Australia was represented by Cameron/Fitzgerald and the Victorian teams of Nugent/Ellins and the reversed double entry of Bailey/Hunting made up the five entries.

In the first round of two teams, Harry failed to get a firm hold on the model at the first pit stop and the model ran in, leaving Nugent/Ellins to complete the 100 laps in a time of 4:22.24.



Mark Ellins prepares to catch the Classic FAI model for a pit stop.

Pilots:- Paul Cameron, Andrew Nugent and Colin Ray



During the second round with three teams racing, the Rossi powered model of Paul Cameron had a slight coming together with the Bailey/Hunting model at the first pit stop and did not continue. Ray/Baker recorded a time of 4:21.24 and were confident that it would be good enough for a place in the final.

Paul replaced his Rossi model with one which had a R250 and flew against Hunting/Bailey using a Nelson. The Nelson lost range after the first pit stop and was forced to do a three stop race.

The final race was expected to be a close run affair as all three teams had qualifying times within three seconds of each other but from the "off" the Cameron/Fitzgerald model had fuel feed problems and three attempts to clear a suspected blockage were to no avail and they had to retire. The two remaining teams were having a close race until at the final pit stop the Ray/Baker models en-

gine cut half a lap from Neil and he expected a fast landing but instead Colin whipped it around for a glided lap and came in for a sedate pit stop. Neil missed a clean wing catch and managed to connect with the tailplane causing a breakage and putting them out of first place contention. Andrew and Mark completed a smooth run with their Fora powered model to be the only finisher and claim first place.

Classic FAI T/R results

Pl	Team	Heat 1	Heat 2	Final
1	A. Nugent/M. Ellins	4:22.24	-	9:41.24
2	C. Ray/N. Baker	4:21.75	-	DNF 175 laps
3	P. Cameron/R. Fitzgerald	33 laps	4:20.46	DNF 23 lap
4	H. Bailey/K. Hunting	4:53.94		
5	K. Hunting/H. Bailey	37 laps		
6	R. Middleton/J. Walker	DNS		



Neil Baker surveys the tailplane damage in the Classic FAI final pit stop.

Paul Cameron with his Rossi Mk 2 model.



The (red) Bailey/Hunting model and (blue) Ray/Baker model.

Four rounds of **F2A Speed** were flown over two day's. As can be seen in the results, not all engines were made by Profi. The CLAMF Transitrace was used for timing but Ron Savage and Terry Dodds were on hand with some old fashioned stop watches as back-up in case of system failures. The large speed display is working again. Robert Fitzgerald has dedicated a lot of time and effort on his F2A flying in recent times and was rewarded with two very closely timed



Top three placegetters in F2A Speed.

Left: Mark Ellins, Centre: Rob Fitzgerald, Right: Richard Justic.



Robert Fitzgerald applies maximum effort to obtain maximum speed.

runs to be within 98.37% of the Australian F2A record. Robs former F2C World Champion team mate Mark Ellins also put in some good flights to claim second place. Richard Justic was the only competitor to use a Zalp engine and was happy with his two recorded flight times.

F2A Results.

Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Flight 4	Fastest	Km/h	%
1	Rob Fitzgerald	FAI	Profi	14.33	12.29	12.39		12.29	292.92	98.37%
2	Mark Ellins	FAI	Profi	12.67	12.54		12.42	12.42	289.86	97.34%
3	Ric Justic	FAI	ZALP S15	13.23	13.13			13.13	274.18	92.08%
4	Robin Hiern	FAI	Rossi 15 Fl.			15.86	15.92	15.86	226.99	76.23%
5	Ken Hunting	FAI	Irvine 15R	19.26		19.45		19.26	186.92	62.77%
6	Harry Bailey	FAI	Profi				N.E.L			0.00%
6	John Walker	FAI	Profi							0.00%

Combined Speed was almost a non event with some competitors failing to record a time. Robin Hiern is usually amongst the place getters but he could not get his Proto speed model to do the required 14 laps from a standing start.

Harry Bailey had his Class 5 model but neglected to bring the model dolly with him. When he tried to use a loaned substitute dolly, the model was about to leave the dolly but it flipped over and smashed the prop so he gave up.

Ken Hunting had an ex Noel Wake Class 1 model but could not manage a timed run. The nearest he managed was one lap short.

It was not all bad news though because there were a couple of very quick 1/2A Proto models. The Profi 09 Jac Diesel model broke the current record held by Maris Dislers by 102.30% but that time was bettered by the glow version of the same engine to set a time that was 109.84%



Combined Speed Results

Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	G. Nelson	1/2 A PROTO	Profi 09 Jac glow	26.24	23.71	23.47	23.47	153.39	109.84%
2	R. Justic	1/2 A PROTO	Profi 09 Jac Diesel	25.20	25.40	25.80	25.20	142.86	102.30%
3	R. Hiern	Proto	OS 30 VG	N.E.L	N.E.L				0.00%
3	H. Bailey	Class 5	Novarossi 21						0.00%
3	K. Hunting	Class 1	Novarossi 12	N.E.L					0.00%

Vintage A started with an entry of seven teams but by the time all the practicing had been completed the numbers were down to six. First to depart was Nobby Baker and his Olympian/R250 when the down line broke, a few loops ensued followed by a splat. Richard Justic was piloting Paul Stein’s faithful grey Dimpled Dumpling/R250 in the first three up heat when after 5 laps the controls jammed, leading to an inevitable crash. A later inspection disclosed that the CNC machined aluminium bellcrank had actually broken. That’s not something that could have been anticipated. Fortunately the racing took place on a well prepared grass surface so both of the engines did not suffer any serious damage. If we had have been flying on the concrete circle it is likely that two Rothwell engines could have been seriously damaged.

Les Spaltman had a new “Voodoo” model that was built by Ray Harvey and Les had entered his first racing event. Paul Stein offered to be his pitman. Colin Ray had planned to be Nobby’s pilot but he was now able to pilot Greg Nelson’s ex John Hallowell “Pluto” instead. Hunting/Bailey had their yellow Olympian/R250 set up and circulating with a nice tune and Middleton/Walker from NSW had a “Voodoo 1953” which was not particularly fast but they were ready to have a go.

Following the crash of Justic/Stein. The heat was re-started as a two up race



and Nugent/Ellins flew their “K31” to record the fastest time of the day.

Second heat had Ray/Nelson, Hunting/Bailey and Spaltman/Stein in the circle. On lap 62 Ken Hunting was impeded and the “Olympian” hit the ground causing severe damage. Ray/Nelson were happy to sit on their time of



3:37.21. That left three teams to fly a second round to decide who would be the third team to make the final race. Ken Hunting grabbed a replacement model, had a test flight to get a tune and was set to go.

Middleton/Walker only managed 48 laps, Spaltman/Stein could not improve on their first heat time and Hunting/Bailey were a bit short on range and had to do an extra pit stop to record a time of 3:55.05.

Nugent/Ellins ran away in the final 160 lap race to beat Ray/Nelson by almost a minute and Hunting/Bailey had more range problems combined with an over compressed engine after the second pit stop.

Vintage A Team Race Results

Pl	Team	Heat 1	Heat 2	Final
1	A. Nugent/M. Ellins	3:16.0	-	6:51.43
2	C. Ray/G. Nelson	3:37.21	-	7:43.49
3	K. Hunting/H. Bailey	62 laps	3:55.05	8:49.40
4	L. Spaltman/P. Stein	4:02.15	4:06.22	
5	R. Middleton/J. Walker	5:55.58	48 laps	



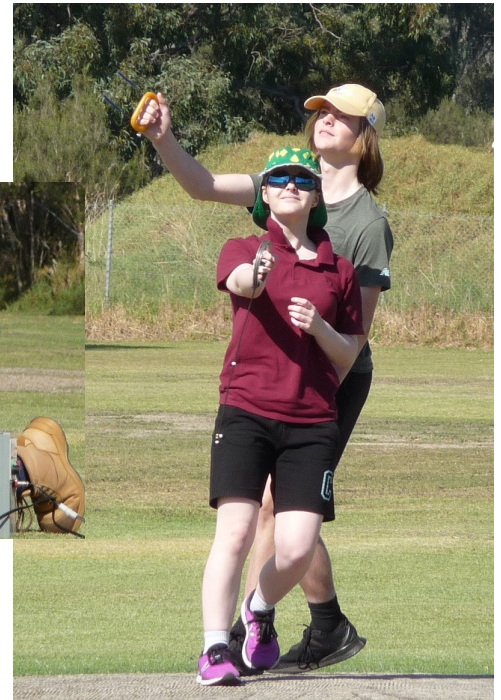
The junior brother and sister rivalry from the Baddock family had it's last State Championships **Rat Race** outing this year as Catherine has reached the age restriction. Both pilots used Keith Baddock designed "Terminator/OS 15" models for some entertaining racing.

Junior Rat Race Results

Pl	Entrant	Heat 1
1.	Nathan Baddock	75 laps
2.	Catherine Baddock	59 laps



Father Keith and Rob Fitzgerald took on the Pit-man roles.



Victorian State Championships 2022 Vintage combat

A rather warm & windy Easter Sunday day greeted a determined group of vintage combat competitors for the vintage combat event. It was quite a welcome surprise to see a number of new faces having a go in the event as well as half the field being from interstate.

This just goes to show how popular the Vintage Combat event has remained since its inception with a combined total of 10 entries reflecting this.

In the pits, there was a line-up of different vintage combat designs used by the various competitors. Orchrist, Stockport Warlord, Ironmonger with the main model of choice being the Anduril MK I 1969. Vintage engines used were Oliver Tiger MK III diesel engine clones (R250, Parra T3 & CS OT) in various states of tune along with a lone Super Tigre G20/.15D & PAW 15D with the remainder being the modern Fora Junior 2.5D & Parra SSC diesel engines as allowed by the current VC rules.

Competitors had to also battle the windy conditions as well as the other competitors. Many competitors' models suffered line tension problems especially when coming around too high to the upwind end of the circle. Quite a few models were being blown across the circle with one competitor's lines failing spectacularly as a result of this.



Leon Baird with his "Orchrist"

Once rounds 1 & 2 were out of the way came the finals. 3rd & 4th place was fought out by interstate Richard Justic (NSW) Anduril MK II / PAW .15 & Leon Baird (S.A) using an Orchrist / ST G20/15D with Richard emerging the 3rd place winner with a score of 179 v 142. The finals were an all-Victorian affair with Tony Caselli using an R250 powered Anduril MK I & Ken Maier using his powerful CS OT powered Anduril MK I. Both competitors were off at the launch



Ken Maier used his powerful CS OT powered Anduril MK I.

signal, with both flyers sporting very similar performing equipment with near equal airspeeds, it turned into a close duel in the sky. Just after the first minute & a half came around, the score was 2 all with Ken's model still trailing the knot. After another minute or so of avoiding a close following Tony, along with the odd glancing collision, the inevitable line tangle occurred. Both models were now on the ground with around a minute left to go. Ken was first to relaunch & then a couple of seconds later, was back down on the ground again as a result of damaged inboard wing on his model making it less controllable upwind. Soon, Tony's model was back in the air. Ken's model was quickly restarted but this time it was walked around & relaunched downwind, giving away the precious seconds which secured the bout win for Tony by a very slim dozen second airtime margin. 326 points v 312 points

Overall, the event was very well run & organized. Many thanks must go to the various club members who volunteered their time to make the setting up & running of the event possible.

Report by Ken Maier.

Vintage Combat Results.

Place	Competitor	Rd 1	Repechage	Rd 2	3rd place	Final
1st	Tony Caselli	L	W	W		W
2nd	Ken Maier	W		W		L
3rd	Richard Justic	L	Bye	W	W	
4th	Leon Baird	W		W	L	
= 5th	Les Spaltman	W		L		
	Harry Bailey	W		L		
	Greg Nelson	W		L		
	David Singles	L	W	L		
= 9th	Ross Middleton	L	L			
	Gary Whitbourn	L	L			

F2D only had two entries and was not run.

No aerobatics were flown due to the strong winds.

It rained quite heavily overnight before the planned events on Easter Monday morning and by the time that everybody started arriving at the CLAMF field a steady drizzle was falling and nobody had any urgency to get out their models.

We got the news that Robert Fitzgerald had set off travelling back to Adelaide the previous evening as he had been informed that his father Tom was having serious health problems. Sadly we later heard that Tom had passed away in the early hours of Monday morning. It was almost eleven o'clock before it was considered to be dry enough to begin racing on the concrete circle. Colin Ray had already had some competition success at the Championships in other events as a pilot and on this day he was on duty at both ends of the lines in two separate teams.

Hunting/Bailey were hoping to repeat their win in this event at the S A State Championships but an ominous omen came to light when trying to run up the engine in that the Tygon fuel tubing had been pinched at the shut off location and would not allow fuel to pass through. The tubing was replaced with a new piece but the pressure from the shut off was not sufficient to crush the tubing. Not to bother as it was known that the capacity of the tank would give 40 laps so the two stop strategy would not be a problem with the "Ohm Special/K12"

To accommodate the entry numbers two up races were run and this allowed Colin Ray to pilot for Greg Nelson and pit for Richard Justic. In the first round Ray/Nelson used a Fora to record the days fastest heat time whilst Nathan and Keith Baddock did a 6:11.03. Next up were Hunting/Bailey and Justic/Ray. Things went OK for the "Ohm Special" to post a 5:19.82 and Colin did a good pitman job but could only manage 5:38.46 out of Ric's MVVS. Ray/Nelson and Hunting/Bailey were happy to sit on their times so Baddock/Baddock and Justic/Ray flew a second heat. The Baddock's improved but Justic/Ray were slower.

During the final race, Hunting/Bailey were caught exceeding the 27 second for ten speed limit after the second pit stop and required to do an extra pit stop. Problem was that the shut off would not work as explained earlier. Harry tried to half fill the tank but could not get the engine to start so he then opened the needle valve to increase the fuel consumption. As a result the airspeed decreased. At the next pit stop another half fill attempt failed so up the model went with another full tank. Close to the end of the race at the 180 lap distance another pit stop was required but the model was unlikely to run out of fuel so Ken operated the shut off



Tony and Ken battle it out in the final bout.



Top Three in Vintage Combat

Richard. Ken. Tony.



Greggy in action and Keith in the background.

and guess what, it worked perfectly. (Bugger!!)

Ray/Nelson had a smooth race and a deserved win whilst Nathan and Keith brought their OS 15 Glow powered model home for a third place.

27 Diesel Goodyear results

Pl	Team	Heat 1	Heat 2	Final
1	C. Ray/G. Nelson	5:14.43	-	10:49.96
2	K. Hunting/H. Bailey	5:19.82	-	11:56.75
3	N. Baddock/K. Baddock	6:11.03	5:39.25	13:58.74
4	R. Justic/C. Ray	5:38.46	6:06.42	



Harry's "Ohm Special/K12"



It was considered that the centre circle was too wet and dangerously slippery to fly **Goodyear Team Race** which was a pity because we all wanted to see Neil Baker race his model with it's F1A Fora engine that had been fully rebuilt by Robert Fitzgerald. The crankcase is original Fora but most of everything else was made by Robert so Paul Cameron nicknamed it a "Fitzora"



Half A Combat was not flown.



David Singles



Les Spaltman.



Ross Middleton V Tony Caselli

Pictures by Editor and Neil Baker.

Obituaries

Easter Monday was a sad day when we learnt of the passing of Tom Fitzgerald.

Along with son Rob, they were regular competitors at State Championships and Trans Tasman events. For me he was a truly cherished friend and to me was always Tommy Fitz !

Love and prayers to Rob, Rosa and all the Family.

Neilo.



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Speed pans for sale. 2cc size (\$25) and 21 size. (\$30)
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 Andrew Nugent. andrew.n5@bigpond.com

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 2 x OS 15 no venturi/nva fair cond. \$40 the pair.
 2 x OS 19 no venturi/nva fair cond. \$60 the pair
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Contact Wayne Wilson whyzedman@hotmail.com



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