

THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 177

Produced by the Victorian Control Line Advisory Committee



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Copy Deadline for next issue is: Wednesday July 17th 2013 PRODUCTION SPECIFICATIONS

Please remember when submitting copy that if you have access to a PC, or suitable typewriter you can save me retyping by giving me your items pre typed, and please use a good black ribbon for best reproduction.

Best of all is to send a CD or use Email

Contest results should be tab delimited, ie 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 2013

DATE	EVENT	CLUB
Jul 7	All Aussie Day and Vintage Combat	KNOX
Jul-14	Speed , Vintage Stunt, 1/2A Combat	CLAMF
Jul 21	Club Day + AGM	KNOX
Aug 11	Vintage A T/R, Classic B T/R, Members Fun Fly	CLAMF
Sep 08	Navy Carrier, Speed	CLAMF
Oct 5-7	CLAS. NSW C/L STATE CHAMPIONSHIPS. F2A and F2C with supporting events of Classic FAI T/R, Combined Speed, Vint A T/R, Classic B T/R CLAS. NSW. Twin Cities, Albury	
Oct 20	Vintage Combat, F2B Stunt	CLAMF
Nov 10	Classic FAI T/R , Burford A T/R	CLAMF
Dec 08	Speed, F2F T/R , Nationals Practice	CLAMF
Dec 28-Jan 4	Albury 67th Australian Nationals	

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 :- G. Wilson (03) 9786 8153,
H. Bailey (03) 9543 2259

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: Peter Koch 0413222046 or
Steve Vallve 0409935358

Web site :- <https://sites.google.com/site/knoxmacv/>

Stadium Drive, Keilor Park Recreation Reserve, Keilor.
(Melways ref 15 C 5). Regular flying days 1st and 3rd
Sundays each month 10.30am start.

The KMAC Office bearers for 2012-13 are:

President: Peter Koch - Mob: 0413222046

Home 97296812 Email peterkoch@live.com.au

Vice President: Ken Taylor Home 97380525

Secretary: Steve Vallve - Mob: 0409935358

Home 94390195 Email steve.vallve@gmail.com

Treasurer: Bruce MacKay - Mob: 0418380014

Home 98874928 Email bruce@bpmac.com

CLAG

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

Phone 03 52817350

Secretary. Graham Vibert

Phone 03 51346393



COMING EVENTS



C.L.A.S. CONTEST CALENDAR 2013

NOTE: Qualifying events for C/L World Championships ***

DATE	EVENT	CLUB
Jul-14	F2B Aerobatics	Doonside (Whalan Reserve)
Jul 20-21	QLD. STATE CHAMPIONSHIPS. F2A and F2C***	MAAQ. At Logan
Aug-04	F2B Aerobatics	KMFC
Aug 3-4	QLD. STATE CHAMPIONSHIPS. F2D***	
	Ph: M. McDermott 07 32889263	MAAQ at Ipswich
Aug 10-11	Obadiah Fly-In and Kids' Training.	
	Contact Ian Smith . Ph: 02 4975 2292 or Alistair Welch 02 6556 5192	
Aug-11	Diesel Goodyear, Sabre Racing & 2.5 Diesel Speed.	KMFC
Aug-18	Classic Stunt	SAT at Milperra
Aug-24	Combined Speed	SSME
Aug-25	Phantom, Vintage A and Diesel G/Y	SSME
Sep-15	Gordon Burford Day (Details TBA)	KMFC
Oct-05	Ringmaster Fly-a-thon.	
	Contact Dennis Percival for details.	KMFC
Oct 5-7	CLAS.NSW C/L STATE CHAMPIONSHIPS. F2A and F2C ***	
	CLAS. NSW. Twin Cities, Albury	
Oct-26	Combined Speed. (Contact Ron Blomberry Ph: 9956 5952)	SSME
Oct-27	F2B Aerobatics	SSME
Nov-03	F2B Aerobatics	SAT (Ashford Road, Milperra)
Nov-10	Classic Stunt.	
	NACA at Hunter Sports HS, Gateshead	
Nov 16-17	Old Timers' Event and C/L Fun Fly	
	Mdmas. (Mitchell Hill, Muswellbrook)	
Nov-24	Vintage T/R and Diesel Goodyear.	KMFC
Dec-01	Christmas Party and Fun Fly	KMFC
Dec-08	F2B Aerobatics	Doonside. (Whalan Reserve)
Dec 28-Jan 4	67th MAAA Nationals.	
	*** Qualifying events for W/Championships.	
CCMAC-	(Rutley's Road, Mannering park.)	
KMFC -	(Ku-ring-gai Model Flying Club) - St. Ives Showground, Mona Vale Rd, St. Ives.	
NACA -	(Northern Area Contest Aeromodellers) - Hunter Sports H.S., Pacific Hwy, Gateshead.	
CCMAC	at Rutley's Rd, Mannering Park)	
SAT-	(Sydney Aeromodelling Team) - "Duck Pond", Ashford Road, Milperra.	
SSME -	(Sydney Society of Model Engineers) - Model Park, Luddenham Rd, Luddenham.	
MDMAS -	(Muswellbrook District Model Aero Sports Inc.) - Mitchell Hill Field, New England Hwy, Muswellbrook	
DOONSIDE-	(To be held at Baseball Diamond, Whalan Reserve)	

2013 EVENTS CALENDAR



Date	Event	Venue / Host
Jul 13	1/2A Combat	AAC, Unley Rd
Aug 10	Classic Stunt	AAC, Unley Rd
Aug 17	Whyalla Show (includes Round 2 of Grass Rat 3 race series)	Whyalla MAC
Sept 14	Vintage Stunt	AAC, Unley Rd
Oct 12	Grass Rat Race (Round 3 of Grass Rat 3 race series)	AAC, Unley Rd
Nov 16	Peacemaker / FliteStreak Stunt	AAC, Unley Rd
Dec 1	Hand Launch Glider / Delta Dart	AAC, Unley Rd

Notes:

1. Start time and detail information for each event will be advised by an e-mail 'flyer'.
2. All entrants must be MAAA members with a valid membership card.
3. Safety straps are required on all handles in all events.
4. Mufflers mandatory on all glow motors 2.5cc and above when event is held at AAC.
5. MASA noise limit (96 dB) applies to all motors when event is held at AAC.
6. Bold type denotes events organised and run by AAC. Other events are for reference only'
7. For further info contact: Peter Anglberger
tel. 8264 4516 or 0448 433 282

West Australia 2013 Control Line Calendar

DATE	STATE OR CLUB	EVENT	SITE
21 Jul	CLAW	Club day	CLAW
18 Aug	CLAW	Club day	CLAW
7 Sep	STATE	Vintage Combat	Lumen Christie
14 Sep	TARMAC	TARMAC Day	Lumen Christie
13 Oct	CLAW	Club day	CLAW
27 Oct	STATE	Open Combat	CLAW
10 Nov	CLAW	Club day	CLAW

The contact person for Lumen Christi events is Jim Stivey.
The contact person for CLAW events is Trevor Letchford.

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The Victorian Control Line Advisory Committee held a recent meeting to discuss such things as the organisation and programme of the upcoming Nationals in Albury and suitable new software for producing ACLN.

Reeve Marsh (President) has taken up the position of the chairman for the Control Line sub committee to the MAAA.

Reeve informed us that Ross Cant (MAAA Rules Secretary) has advised that the new/updated rules as ratified at the recent conference should be up on the MAAA web site in about 2 weeks time. These rules will be used at MAAA 67th Nationals at Albury.

MAAA 2013/14 Fees

It was agreed at the 2013 Council Conference that the MAAA annual fees for 2013/14 would remain the same.

\$60.00 Seniors and \$30.00 Juniors

The 2013/14 Insurance has been placed through the MAAA Insurance Brokers and the current Letter of Currency can be downloaded from the MAAA website. The 2013/14 Insurance policies along with a Summary of Insurance, will be placed on the MAAA website when received from the Brokers.

The rules regarding the type of lines used for Half A Combat were also discussed.

The use of 0.012 inch stainless multi strand wire has been causing a lot of line breakages during combat bouts due to the lack of strength. It was decided to change the minimum line thickness on the grounds of safety.

The use of 0.015 inch Stainless Multi Strand wire has proved to be acceptable for Half A Combat and 0.013 inch high tensile wire (Laystrate) is also acceptable.

The new rule for Half A Combat in the Victorian Control Line Rule Book will now read:

Control lines: Two multi-strand control line wires of a minimum diameter of 0.33mm must be used.

This rule change is effective immediately.

Note:- 0.33mm = 0.013 inch

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Classic FAI T/R at the Albury Weekend, June 2013.

What a fantastic weekend. We were all delighted to experience beautiful weather after leaving soggy Melbourne for the June Albury comp. 6 entries arrived to fly Classic FAI T/R. Of note were the 2 new Parras of John Hallowell and Paul Stein. These engines seem fairly easy to set which will make racing them easy and enjoyable.

Best times of the day were Justic /Stein 4.26(Parra) and Nugent /Ellins 4.33(Fora) using 15thou lines as per the newly introduced rules. All teams should change shortly to the new line Diameter.

The final set out to be a ripper between Justic/Stein, Hallowell/M. Wilson and Nugent/Ellins. All was well until at lap 161 on our last stop the back of my Sapavolov model broke causing us to DNF. Paul and Richard went on to win followed by Murray and John. 2 Parras at the top of the tree. Well done to all. Thanks to everyone that helped make this weekend a great success. Hope to see more there next time.

Report by Andrew Nugent.

CLASSIC FAI TEAM RACE Results

	Rd 1	Rd 2	Final
1. R.Justic/P.Stein	4:26.03	DNS	8:54.00
2. J.Hallowell/A.Nugent/M.Wilson	4:42.16	4:37.03	9:02.96
3. A.Nugent/M.Ellins	4:33.15	DNS	DNF 161
4. G.Wilson/M.Ellins/M.Wilson	5:00.78	4:37.03	
5. H.Bailey/K.Hunting	5:12.18	DNS	
6. K.Hunting/H.Bailey Disq	5:42.97		

Team Racing at the Albury Competition, 15 & 16th June, 2013

Let's start off by talking about the weather. It was nothing short of magnificent! In fact it would have to be the two best back to back flying days in recent memory! We flew under clear skies, a warm sun with a very gentle breeze. And most of us got a little sunburnt. Yes, sunscreen in winter was the go for those lucky flyers that chose to have a very pleasant weekend in sunny Albury. A well known Melbourne TV sports commentator would no doubt describe the weather as being 'Special'.

27 Diesel Goodyear got the ball rolling with five teams entered. Although this event has recently taken NSW by storm, it was the first time that some Victorian teams have had a go at it. It certainly passed the test and no doubt will become a regular part of our contest calendar. The good news is that nobody was pinged by the Speed Police!

This new event has lots of good points; one being it also allows pitmen to grab the handle and race with confidence at an easy to fly speed. It was good to see Paul Stein swapping his usual pitting duties with Ric Justic and making his presence felt in the middle. They posted the fastest heat time of 5:18.34 with the dieselised Cox Conquest in the Cassut Boo Ray.

John Hallowell and Andrew Nugent had the new Mr D. and R250 on show. With an 8x6 prop, it was running in the mid 27's and was fast enough to grab second spot into the final with 5:24.00.

Graeme Wilson and Mark Ellins had resurrected an Ol' Blue and popped an Oliver Tiger Mk 4 in the business

end. It showed a lot of promise and posted a 5:28. Good, close racing and only 10 seconds between the top three teams!

Murray Wilson and Ken Hunting had a few issues with their racers, as did Harry Bailey and Jim Ray. The good news is this relatively simple event should not take much work to come up with a reliable set up.

The final was a close race with just over half a minute separating the three teams after 200 laps. John and Andrew had a really good tune on the R250 and that gave them a slight edge in airspeed over Paul and Ric's Cox Conquest. Ric said later he should have bumped up the comp a bit... Graeme and Mark were always a threat but it would have taken a mistake by the others for them to get by, and that didn't happen.

Results of 27 Goodyear:

1.Hallowell/Nugent	5:24.00	5:36.94	11:15.72
2.Stein/Justic	5:18.34	DNS	11:24.10
3.G.Wilson/Ellins	7:05.04	5:28.94	11:53.84
4.Bailey/Ray	6:39.56	5:56.28	
5.M.Wilson/Hunting	9:18.65	29 laps	

Classic B was next. Again, there were five teams entered. Harry Bailey and Ken Hunting got the ball rolling with a smart 3:11.69 from the Brodak powered Galaxie. They elected not to start in round two.

Although they had plenty of airspeed with the green Crescendo, Murray Wilson and Jim Ray did not get the instant starts they would have liked and a 3:22 was the result. They hoped for a big improvement in the second round, but similar troubles saw a 3:34.72 entered on the CD's notepad. Next time!

Richard Justic was flying Paul Stein's modified Rocket, stylishly painted in the usual battleship grey. The Irvine was howling and, as predicted, the plug was alive and kicking all afternoon. A 3:04.91 first round was a virtual guarantee of making the final, so they opted out of round two.

John Hallowell had Andrew Nugent flicking the OSFX Streak. A slow 3:14 first heat was corrected in the second round with an FTD 3.00.56.

The final was a good race with John and Andrew getting home first in 6:11. They picked up a blockage during the last tank and they slowed noticeably. However, the reliable 50 lap range of the OS gave them the edge with a two stop final.

Ric and Paul's Irvine had the best speed but was only good for around 40 laps and that meant it was a 3 stop 140 lap final for them. As an extra stop with a long glide can add 15 to 20 seconds to a Classic B race time (depending where the model cuts out in the circle) they did very well to get within a couple of laps.

Harry and Ken soldiered on to finish on 6:56.16 but the plain bearing Brodak was outgunned by the ball raced engines this time at Albury.

Results of Classic B:

	Heat 1	Heat 2	Final
1.Hallowell/Nugent	3:14.06	3:00.56	6:11.97
2.Justic/Stein	3:04.91	DNS	6:18.59
3.Bailey/Hunting	3:11.69	DNS	6:56.16
4.M.Wilson/Ray	3:22.00	3:34.72	
5.Hunting/Bailey	5:32.97	4:17.16	

Vintage A was the next event.

Yet again, it was five teams that rolled out their lines under

a sunny Albury sky. The first heat was a beauty! John and Andrew crossed the line on 3:21.75 just in front of Ric and Paul on 3:25.91 and Harry and Ken on 3:27.16. That's the way team racing should be!

Murray and Jim Ray tried hard with the R250 Voodoo but their first round time of 4:18 was nowhere near their best. They did much better in the second round posting a much better 3:28.81 but they still missed the final by about a second and a half. Ken Hunting again doubled up with Harry, but his Tarantula was not on tune and off the pace with a 4:58.16 and a 4:24.57.

The final was a beauty... very close and hotly contested. Justic/Stein proved the eventual winners with a slick 6:55.94 with the all grey Dimpled Dumpling. Hallowell/Nugent were a touch lean on the first tank and the red D.D. took a while to get up to the maximum airspeed. Those six or so lost seconds proved impossible to make up. Harry's Tomahawk model was using a Graupner 7x7 that gave spectacular acceleration from a standing start.

Next Albury contest will be part of the NSW State Champs on the first weekend in October. If it is half as good as this meet, it will surely be a ripper!

Results of Vintage A:

	Heat 1	Heat 2	Final
1. Justic/Stein	3:25.91	DNS	6:55.94
2. Hallowell/Nugent	3:21.75	DNS	7:01.47
3. Bailey/Hunting	3:27.16	DNS	7:11.06
4. M. Wilson/Ray	4:18.31	3:28.81	
5. Hunting/Bailey	4:58.16	4:34.57	

Report by John Hallowell AUS 1984

ALBURY CONTEST RESULTS

F2C TEAM RACE	Rd 1	Rd 2
R. Justic/P. Stein	3:23.28	3:25.81
M. Wilson/M. Ellins	4:03.72	dnf 27
G. Potter/J. Reichardt	dnf 92	4:28.72

CLASSIC STUNT	Rd 1	Rd 2	Best
1. M. Ellins	605	627	627
2. P. Stein	487	559	559
3. M. Gordon	537	556	556
4. J. Floate	503	527	527

VINTAGE COMBAT	Rd 1	Rd 2	Rd 3	Rd 4
1. M. Wilson	L	W	W	W
2. N. Robertson	W	L	W	L
3. G. Wilson	L	W	L	W
4. H. Bailey	W	L	L	L

Vintage Combat was the last event to take place for the weekend. Two of the expected entrants could not attend and the four contestants flew one bout against each other entrant. Murray Wilson was the victor on the day.



Ready for the start in Classic B.

The Vintage A final teams. Models used were two "Dimpled Dumplings" and a "Tomahawk"



Classic Stunt was flown on the grass circle adjacent to the hard surface.



Old Phartz is over for another year and what a great weekend it was.

After the lousy weather Coffs has had for months now, the weather Gods finally delivered a beautiful weekend. Just a gentle breeze through the day preventing FF between early morning and late afternoon. Only one soul took the wind on with a beautiful FF model with .2cc Mills replica. No DT no ID in model and I'll let you imagine the outcome, Silly Boy. Apart from that, a great weekend had by all. Great flying of CL, FF and RC. The landing strip in the cow paddock is coming along nicely.

Alistair Welch from Christian Traders had his shop there that appeared to be well supported.

A big thanks goes to my partner Karalee for organizing all things non flying also for my sister Esther and her husband Dennis for the on field catering. The weekend wouldn't have been possible without their help.

Report by Fred Pearson

Some of the models from the weekend.



N.S.W. State Championships Results and Reports.

Combined Speed Results

Place	Entrant	Class	Engine	Best Time	Speed (kph)	% of Record
1	Richard Justic	Class 111	MDS	9.04	320.6	107.19%
2	Julian Reichardt	1/2 A Proto	Picco Z	18.66	155.3	103.05%
3	Ron Blombery	Class V	NovaRossi	13.72	262.4	100.22%
4	Ron Blombery	1/2 A Proto	Profi	21.43	135.2	89.73%
5	Peter Chilton	Midge	Yin Yan	11.64	124.5	76.03%

Its an extraordinary day when three speed records are broken!

First Julian Reichardt broke his previous 1/2A Proto record on his first flight. The Gabraith/Picco Z has a powerful bark to its exhaust note, and further improvements in performance are likely. Because we are following the AMA rules for 1/2A Proto, including the use of 10% nitro, this result would put Julian ahead of all but two of the US Regional records. By comparison Ron Blombery's Profi .049 engine sounds a little flat, and it shows in the times, almost 3 seconds slower than the Picco.

Next it was Richard Justic's mighty 10cc model, which on its one and only flight smashed the record that has been held by Andy Kerr for several decades. At 199mph (320kph) is this the fastest control line flight ever in Australia? John Goodwin is claiming the record for the fastest cylinder head.

Finally, as the rain started to get a little serious, Ron Blombery broke the Class V (3.5cc) record with his Novarossi powered model. Perhaps it was the water cooling that helped?

Pete Chilton learned that living by the ocean may have its attractions, but it doesn't do any good to your control lines. His competitive Class V model didn't make it into the air due to control lines that had rusted through in one spot.

Unfortunately, heavy rain ended any further flying, but it would be hard to see how the day could have been any better. Thanks to Ian Gapps for his work as CD, and all those who were timekeepers.

Ron

Vintage Combat

1. T. Linwood	W		W	W	W
2. H. Bailey	L	bye	W	W	L
3. M. Wilson	W		W	L	W
4. A. Kobelt	W		W	L	L
=5. M. Comiskey	L	W	L		
=5. B. Bellis	L	W	L		
=5. W. Leadbeater	W		L		
=5. R. Bellis	W		L		
=9. R. Comiskey	L	L			
=9. G. Wilson	L	L			

2.5 Slow Combat

1. G. Wilson	B	W	L	W	W
2. H. Bailey	W	B	W	L	L
3. P. Kenny	L	L			

F2D Combat

1. T. Linwood	W	W	W	bye	W
2. M. Wilson	W	W	W	W	L
3. B. Bellis	W	W	L	L	
4. R. Bellis	L	W	L		
=5. R. Comiskey	L	L			
=5. M. Comiskey	L	L			
=5. A. Kobelt	L	L			

Half A Combat

1. M. Wilson	W	W	L	W	W
2. A. Kobelt	L	W	W	W	L
3. R. Ellison	W	W	L	L	
4. L. Spaltman	W	L	W	L	
=5. R. Owen	L	L			
=5. H. Bailey	L	L			

Vintage Stunt

1. P. Turner	Wombat/Sabre .29	125	300.25
2. F. Battam	Jamieson Special/Attwood .51	123	292.75
3. B. Frederickson	Jamieson Special/Attwood .51	124	291.00
4. D. Keyssecker	Jamieson Special/Attwood .49	123	289.50
5. T. Clifford	Int. Stunt Winner/Fox .29	110	265.00
6. W. Swan	Barnstormer/Fox .35	98	248.25
7. D. Percival	Barnstormer/Fox .35	110	243.50
8. D. Harvison	Windy/ST .33	83	240.25
9. P. Barclay	Lil Duper Zilch/Fox .35	116	240.00
10. P. Kenny	Dragon/Attwood Triumph	106	201.00

F2B (Exp.)

1. M. Batty	1018.02
2. R. Bond	959.32
3. R. Towell	939.15
4. F. Battam	938.78
5. B. Hoffmann	931.50
6. T. Bonello	923.93
7. P. Turner	915.58
8. B. Frederickson	873.92
9. W. Swan	804.13
10. S. Bakac	785.90

F2B (Nov.)

1. G. Van Kampen	288.75
2. L. Bocking	230.08

F2B (Adv.)

1. P. Allen	860.75
2. R. Graham	773.75
3. P. Kenny	755.17
4. T. Clifford	693.58
5. D. Keyssecker	673.83
6. A. Pogue	643.08
7. D. Percival	586.33
8. P. Hasler	492.17

F2B (Jun.)

1. R. Ellison	62.33
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Classic Stunt

1. B. Eather	Magnum/Stalker .51	1152.0
2. T. Bonello	Caprice/ST .46	1098.5
3. R. Towell	Thunderbird/ST .46	1091.0
4. F. Battam	Bearcat/Saito .56	1082.0
5. P. Allen	Smoothie/Aerotiger .36	1024.0
6. D. Keyssecker	United/O.S. LA .46	978.0
7. T. Clifford	Nobler/H.P. .40	942.5
8. W. Swan	Thunderbird/ST .46	929.5
9. D. Percival	Nobler/O.S. .35FP	907.5
10. A. Pogue	Oriental/ST .46	880.0
11. P. Hasler	Nobler/Brodak .40	875.0

Classic B Team Race

1. G. Wilson/M. Wilson	6:24:74
2. H. Bailey/A. Kobelt	6:53:41
3. G. Potter/J. Goodwin/J. Reichardt	14:42:42

Vintage A Team Race

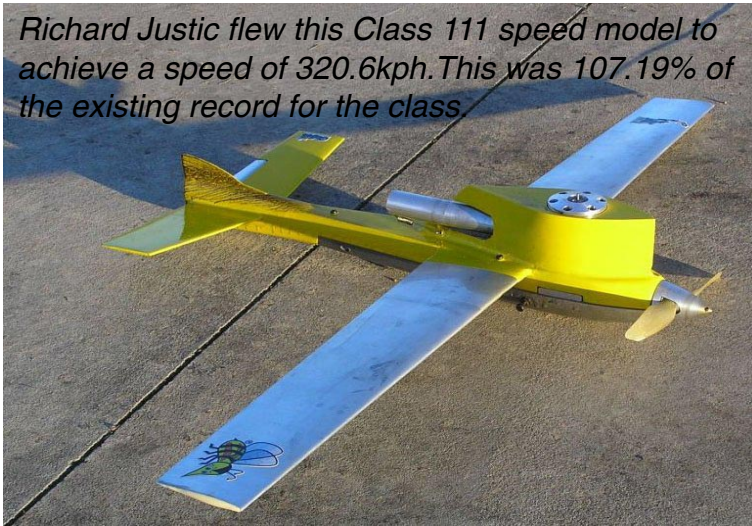
1. W. Bolliger/J. Goodwin	4:46:30	9:31:52
2. H. Bailey/M. Wilson	3:18:47	83 Laps
3. G. Potter/J. Reichardt	DNF	DNF

Diesel Goodyear

1. M. Wilson/J. Goodwin	5:14:37	10:22:94
2. R. Justic/P. Chiltern	5:23:81	10:39:67
3. R. Owen/M. Owen	5:14:9	11 Lap



Richard Justic flew this Class 111 speed model to achieve a speed of 320.6kph. This was 107.19% of the existing record for the class.



The entrants in Slow Combat.



Top three in Vintage Combat.



Brian Eather's latest electric F2B model on display. It uses an E-flight 32 motor and weighs just 60 oz.



The States of Victoria, N.S.W. & W.A. all had representatives in the top three of F2D.



Adam Kobelt and Richard Bellis in F2D action.



Half A Combat



R. Ellison

M. Wilson

A. Kobelt

Wights Model Aircraft (.com.au)

Brisbane Queensland



\$67.50

Akromaster

Bellcrank 2in



Snap Connectors

from \$4.50



Flying Handles
\$22 &
Wood \$27

\$118
Limited Time

ABC
2BB



Regular
Price
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of **Control Line** Flying Accessories



Bellcrank 3in



ABC
2BB

\$94

ASP S15A CL



\$39
Deweybird



Line Connectors

from
\$4.50



\$92

Twister



Flying
Lines

\$18 - \$24 - \$27



\$55

Buster



\$95

Banshee



Glow Clips

Can't see what you want online - please ask. see 'Contact Us'

<http://www.wightsmodelaircraft.com.au/>

KMAC

All Australian Day 7th July 2013



2 Prizes

- * Best Static Appearance
- * Best Flight - Novice Pattern

Entry Fee - \$5 covers both contests
Registration from 10.00 am



A Vintage Combat competition will also take place.

News from Qld

2013 Queensland Control Line State Champs 1-2 June Maryborough Model Club.

Here are the results from the first part of the Queensland Control Line State Champs held at Maryborough over the weekend.

A big thank you to all the competitors that attended, all the helpers and workers and the "Maryborough Model club" for putting on this event.

Next event is 20-21 July at LARCS (Logan) so I hope to see you all there..

Regards

Kerry Ewart (CL administrator)

Results.

F2B Aerobatics (W.C. Qual)

Name.	Rnd.1	Rnd.2	Rnd.3	Total (2)
1.Joe Parisi.	1149.5	1143	1179	2328.5
2.Reg Towell	1047	1090.	5 1179	2209.5
3.Barry Frederickson	1001	1030.	5 1119	2209.5
4.Don Keyssecker	891	939	1032.5	1971.5
5.Ian Gearly	464.5	416	461.5	926

Classic Stunt.

Name.	Rnd.1	Rnd.2	Total (2)
1.Reg Towell	580	624	1204
2.Don Keyssecker	478	564	1042
3.Ian Gearly	483	535	1018
4.Dave Helmic	57	195	252

Vintage Stunt.

Name.	Model	Flight	Total.(2)
1.Don Keyssecker	120	189	309
2.Barry Frederickson	120	188	308
3.Dave Helmic	120	158	278

Combined Speed

Name.	Rnd.1	Rnd.2	Rnd.3	Best
1.B.De chastel	26.81	26.60	25.49	25.49
2.J.Jacobsen.	25.69	25.84	26.25	25.69
3.F.Jacobsen.	NT	NT	NT	NT

(All were Proto Models)

F2F Team Race

Name.	Rnd.1	Rnd.2	Final
1.Williams/Carrol	4:43.79	4:49.87	10:12.34
2.McDermott/McDermott	3:54.69	dnf	138L dnf
3.Ewart/De chastel	4:35.56	4:18.9	129L dnf

Goodyear Team Race

Name.	Rnd.1	Rnd.2	Final
1.Mcdermott/Mcdermott	4:21.22	-----	9:16.56
2.Ewart/De chastel	5:56.22	-----	12:41.68
3.Williams/Carrol	5:14.40	-----	174 L dnf

2.5 Slow Combat

Name.	Wins	Loss
1.Mark Dillon	3	1
2.Mark McDermott	3	1
3.Trent McDermott	2	2
4.Rod Williams	1	2
=5.Callum Dillon	0	2
=5.Andrew Little	0	2

(Mark Dillon and Mark McDermott agreed on a 1 bout fly off for first)

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Regards,

Andrew Nugent.

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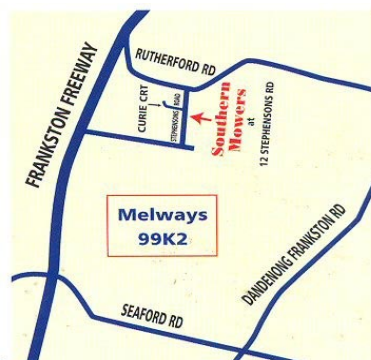
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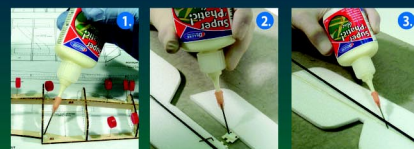
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