



THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 132

Produced by the Victorian Control Line Advisory Committee



May 2009
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**Copy Deadline for next issue is:
Wednesday May 20th 2009
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.

Email address:- hgbailey@optusnet.com.au



COMING EVENTS



VICTORIAN CONTROL LINE CONTEST CALENDAR

May-3	Aussie Day, Vintage Combat	CLAG/Brimbank at KMAC
May-10	Mothers Day	
May-17	Navy Carrier, Simple Combat, Open Combat	CLAMF
May-24	Classic B, Vintage A, KMAC Club Day	KMAC
Jun-7	Clag Flying Day`	Moe
Jun-14	Speed, FAI & Mod Combat, 1/2A Combat	CLAMF
Jun-28	KMAC Club Day	KMAC
Jul-12	Speed, Balloon Burst, Limbo, 2.5cc Rat Race (Riverside Trophy)	CLAMF
Jul-26	Yeoman Trophy F2B Stunt	KMAC
Aug-9	Speed, Classic Stunt, Simple Rat, Simple Goodyear	CLAMF
Aug-23	Fun Fly & up to 2.5cc Day	KMAC
Sep-13	Speed, Navy Carrier, Vintage Combat	CLAMF
Sep-27	Stuntmasters F2B Stunt	KMAC
Oct-18	1/2A Combat, Speed	CLAMF
Oct-25	Fun Fly & up to 2.5cc Day, Classic B, Vintage A	KMAC

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), 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 :- Ken Taylor (03) 97380525
John Goodge 0439 972 006
Email :- johnnogo@bigpond.com.au

CLAG Contact :- Graham Keene
Email :- gkeene@wideband.net.au
Details of venues can be found on web site
www.clagonline.org.au

Brimbank Falcons Stadium Drive, Keilor Park Recreation
Reserve, Keilor. (Melways ref 15 C 5). Regular flying day
3rd Sunday of each month 10.30am.
BFCLMAC club secretary is Mathew Shears.
Email: "Mathew Shears" matshears@aapt.net.au
Ph home 03 5472 3881 Mobile 0432 491 794
The newly elected club president is
Alan Mattheison-Harrison
email: adharrison5@bigpond.com



COMING EVENTS



C.L.A.S. CONTEST CALENDAR 2009

**** Events which form part of Team Selection for 2010 World
C/L Championships.**

DATE	CLUB	EVENT
Sat 2 May	KMFC	Club Racing
2-3 May	MDMAS. (Mitchell Hill Fields Muswellbrook)	VETERANS' GATHERING. Contact Luke Anderson 0409409367
2-4 May	QLD. ALC fields, Chetwynd St, Loganholme	QUEENSLAND STATE CHAMPS ** (incl. F2A, F2B, F2C, F2D)
Sat 9 May	W.A. Venue TBA. W.A. State Championships	** (F2B only)
Sat 30 May	KMFC	Club Stunt (Novice)
Sun 31 May	SSME	F2B Aerobatics
6-8 Jun	CLAS. Venue TBA	

CLAS. NSW C/L STATE CHAMPS

**** (F2B and F2D)**

Sun 21 Jun	KMFC	Diesel Goodyear, Sabre trainer Racing & 2.5 diesel speed
Sun 5 Jul	KMFC	AGM, 2.5 Stunt and Club Racing.
Sun 12 Jul		Doonside event to be held at SSME F2B Aerobatics
Sun 19 Jul	KMFC	1.6 and Slow Combat
Sat 1 Aug	KMFC	CLUB STUNT (Novice)
Sun 9 Aug	KMFC	F2B Aerobatics and Novice F2B.
Sun 16 Aug	KMFC	Diesel Goodyear, Sabre Trainer Racing & 2.5 Diesel Speed.
29-30 Aug	COWRA MAC.	4th OILY Hand Diesel Day. (Contact Ian Cole 0427 015 792) Details TBA.
Sun 30 Aug	SSME	Slow Combat (Bonus points for WW2 Style model).
Sun 13 Sep	KMFC	Classic Stunt, Vintage Stunt & Palmer event. Details TBA
Sun 20 Sep	KMFC	Club Racing & Slow Combat
Sun 27 Sep	SSME	F2B Aerobatics

3-5 Oct NSW. Venue Twin Cities, Albury

CLAS.NSW C/L STATE CHAMPIONSHIPS.

**** (F2A and F2C)**

3-5 Oct	CLAS at Kelso Park	City of Sydney Championships
Sun 11 Oct	KMFC	Gordon Burford Day. Stunt - using G B engines in any of the Australian planes selected for previous Veterans gatherings at Muswellbrook. Sabre Trainer fly past. Speed - any G B engine up to 0.19cu.in. Special event- simultaneous flying of G B engined planes. Concours G B engined planes of any kind.

Swap meet

Sun 18 Oct KMFC Club Racing and Diesel Goodyear

Sun 25 Oct SSME Phantom, Vintage A, Bendix T/R,
Vintage 1/2A

Sat 31 Oct KMFC CLUB STUNT (Novice)

Sun 1 Nov SAT (Kelso Park) F2B Aerobatics

Sun 15 Nov KMFC Slow Combat and 1.6cc

Sun 22 Nov NACA (Gateshead H.S.)
Classic Stunt & Cardinal Stunt.
(I.Smith Ph:024975 2292)

Sun 22 Nov KMFC Vintage T/R, 1/2A,
A (2 divisions)and Vintage B.

Sun 29 Nov KMFC KMFC Christmas Party and Fun Fly

Sun 6 Dec Doonside. **To be held at SSME**
F2B Aerobatics

Dec 28th 4th Jan.2010 63rd MAAA Nationals**

63rd NATIONALS. Albury NSW ** (hosted by Victoria)

KMFC - (Ku-ring-gai Model Flying Club) - St. Ives
Showground, Mona Vale Rd, St. Ives.

NACA - (Northern Area Contest Aeromodellers) -
Gateshead H.S., Pacific Hwy, Gateshead.

SAT- (Sydney Aeromodelling Team) - Kelso
Park North, Henry Lawson Dr. Panania.

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 SSME) Luddenham.

Western Australia Contest Calendar 2009

May 9 W.A. State Champs for F2B at Lumin
Christie Field

Jun 13-14 W.A. State Champs F2C at
Whiteman Park

THESE TWO EVENTS ARE FOR W/CHAMPS
QUALIFYING

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• On behalf of **Aeromodellers of Logan City Inc,**

• I hereby announce the

• **QLD State CL Championships for 2009**, to be

• held on 2-4 May at ALC. All FAI events are W-C Team

• Qualifiers. Entry forms are available on the following

• website:

• www.f2alc.com

• Peter Krenske

• Secretary, Aeromodellers of Logan City Inc

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Subscribers are reminded that they can receive Australian
Control line News by email at no extra cost. This option
would allow you to view the pictures in colour as soon as it
is ready to be sent to the printers for publication.

If you would like to use this option just make a request to
the Editor by email.

Adelaide Aeromodellers Club

2009 Events Calendar

1. Slow Combat – May 9th
2. Vintage Combat #1– June 20th
3. Grass Rat Race – July 4th
4. Whyalla Show Classic Stunt, Slow Combat & Grass
Rat – August 15 & 16th
(dates and events to be confirmed by Whyalla MAC)
5. Triathlon – September 5th
6. Peacemaker / FliteStreak Stunt - October 10th
7. Vintage Combat #2 - November 7th
8. Novice and F2B Stunt – December 5th

Notes:

1. All AAC events at Unley Rd are on Saturdays,
dates are provisional
2. Start time of all competitions is 11.00 am.
Practice from 9.00am
3. All AAC events to be held at the AAC field, Unley
Rd City opposite BMX Park
4. All entrants must be MASA members and with
valid FAI licence
5. Safety straps required on all handles in all
events.
6. Mufflers mandatory on all glow motors 2.5cc and
above

**For more info contact Peter Anglberger,
Tel 8264 4516**

MUSWELLBROOK DISTRICT MODEL AERO SPORTS INC.

Presents the inaugural
FRANK BRYANT MEMORIAL Warbirds Day

WHERE: Mitchell-Hill Field, New England Highway,
6kms. South of Muswellbrook
WHEN: Sunday, 28 June 2009

ENTRY FEE: \$5.00 for one model, or maximum of \$10.00
for multiple entries

Registrations from 0730 hours (proof of insurance
required)

Flying commences 0900 hours following pilots briefing

All scale and semi scale fixed and rotary winged R/C and
C/L Warbirds

welcome - (no documentation required, other than permits
for large models)

No set events, - fly for fun

Prizes awarded for best scale & semi scale models in
both R/C and C/L categories (pilot's choice)

BBQ lunch at reasonable cost, - hot & cold drinks
available all day.

Buy, sell and swap stalls, (set up your own stall free of
charge)

Cool Hobbies model shop stand

Raffle (prize is R/C ARF semi scale Warbird kit)

Camping available on the field from Saturday afternoon

ENQUIRIES: Scott Miller Ph. 0265415885 after 4 pm

Email: scott.miller@macgen.com.au

Peter Wheeler-Smith PH: 0417 012611

EMAIL: peter_gai@bigpond.com

Luke Anderson PH: 0420926890/ 0265412234

EMAIL: lukeanderson4@hotmail.com.au

Aeroflyte Spitfire Build



By Greg Ardill

This story relates my build of the Aeroflyte Spitfire Kit. This kit was produced by Dave Brown, who supplies the plan and a short kit of parts laser cut from very high quality balsa. Note that this is not a complete kit, not supplied are, topblock, stripwood and hardware. Although it is only 36 inches span it is a true builder's model. My kit was delivered within several days of placing my order.

I commenced the build by assembling engine bearers, front formers, tank and undercarriage. I then moved to the other end and put the tailplane together. Because the balsa is so soft I decided against an airfoil properly shaped to the nth degree, simply rounding the LE and TE. I used R/C type hinges and if you do likewise remember to install locking pins – mine were fashioned from cocktail sticks.

Next I built the wing. This starts by covering the plan with clear food wrap and pinning the bottom spar to the board. I packed up the centre ribs, and glued the remaining ribs in place. The built in tags really help alignment and I supplemented that with "Lego" blocks, left over from my children's toybox to keep everything on the square. The top spar, leading and trailing edges complete the basic wing structure. The characteristic feature of the Spit is the elliptical wing and to achieve this, the leading edge is bent at the outmost rib. To do this I gave the LE a series of vertical cuts, which allowed me to ease the LE to meet the outer rib. Once it was glued securely to the tip rib, I ran CA glue into the cuts to consolidate the wood. The Bellcrank, on its mount is then glued securely to the spar and packed into the centre sheeting. Glue wing tips on before taking the wing off the board.

Install the leadout guides on the inboard tip in the location shown on the plan, then the tip weight to the outer. Once these are done, then glue in the tip braces, I used 1/2" balsa block for the tips as not only does it look better, it gives a much better contact for the tissue and makes it almost impossible to get wrinkles. Add your flaps (again I used R/C hinges), complete the centre section, give it all a final sand to shape and the wing is done.

Now to the fuselage, begin by gluing the engine bearer unit (previously completed) to the fuse sides. I like to do mine over a piece of tracing paper on which I have drawn guide lines to ensure that everything is kept square at this vital stage. Once this front part has dried bring the fuse sides

together at the rear and glue in wing and then the elevator. The guidelines really earn their keep here by providing a simple method of ensuring that wing and tailplane are square in each orientation. Take the model from the board and tack glue the top block in place. I ran the top block through the bandsaw to cut a 1/8" slot for the fin, then tacked a piece of packing in place until after the block had been shaped.

Install the control push rods, ensuring that you can get full movement without excessive rubbing or any binding. Extra time spent getting smooth controls now will be repaid by fewer problems once the model is completed. Then the bottom sheeting is applied, and unfortunately these require a bit of trial (and in my case error) to get to fit without having to resort to large amounts of filler. This would be my only criticism of the kit as supplied. Very fiddly, but again satisfying once you get it right.

By now you can attack it with your favourite razor plane, palm sander or other implement to get that beautiful Spitfire fuselage shape. Once you are satisfied with the outcome, you can remove the top block and hollow it as far as you dare, I aimed for about 4 -5 mm, there's no point carrying weight that doesn't actually do anything. (It must be the racer in me!) Remove the fin packing piece, and reglue the top block to the fuse. Then glue in the fin with the rudder set to about 5% offset.

Add the amount of cockpit detail you want, and glue the canopy on. I mix up epoxy and microballoons to get a good fillet on the canopy. Now give the model a couple of coats of dope and talc, sanding between coats and then apply the covering of your choice. I used good old fashioned heavy weight tissue.

There are of course plenty of colour schemes documented for the Spit if you want to represent a real one, or you can let your imagination run free. I chose a simple scheme to represent the photo-recon units as I believe the basic shape doesn't need much adornment. Once you have finished your painting and decorating, it's time to exercise the camera, because it just won't get any better looking than now.

Flying Notes.

Because mine was initially nose heavy it was not very responsive to controls, but with the OS 15 II running a 7X6 prop it was certainly loud and fast! However after I added about 20g of tail weight (a couple of 20c coins) and changed to an 8X4 prop, it was transformed into a smooth flying and very responsive model.

This model was the chosen model for the 2008 Veterans Gathering at Muswellbrook, and due to the poor weather it was again the model for the 2009 event. This annual event is for all modellers, and caters to Veteran Models in CL FF and RC, you don't have to be a veteran modeller to attend. This years will be held on 2 & 3 May at the Mitchell Hill fields Muswellbrook, contact Luke Anderson 0409409367 for details.

I got my Spitfire from Dave Brown's Model Draughting Services and you can contact him at daveb@ix.net.au

Pictures below show the build sequence.



Figure 1 Parts check



Figure 5 Fuselage meets wing



Figure 2 Engine Mounts



Figure 6 Shaping up



Figure 3 Wing begins



Figure 7 Tissued & doped



Figure 4 Wing complete



Figure 8 Paint applied



Figure 9 Pilot & canopy attached



Figure 10 Ready for Maiden

A VISIT FROM JACK BLACK

Back in the late 1940s was an exciting time to be involved with aeromodelling. In Hobart the core group of enthusiasts were fairly young and consequently transport was difficult, so free flight activity was very restricted. And this is when control line flying became the major activity as there were various sports grounds and open spaces in and close to the city where C/L models could be flown without too much out-cry from the local citizenry.

Although the basic principle of C/L had been invented and demonstrated prior to the outbreak of World War II, with many modellers in the armed services and non-availability of most basic modelling requirements, C/L was really "on-hold" until the war was over. I can remember that in Hobart the only modelling materials available were balsa and glue, and in consequence modelling activity was virtually restricted to the building and flying of gliders which were very popular. Except for a lucky few who had carefully hoarded supplies of Jap tissue from pre-war days, we covered our models with "lunch wrap". This was a semi transparent lightly waxed paper that shrank nicely when sprayed with water, although it tended to do cruel things to fragile structures, particularly tail surfaces.

What initially got C/L up and running was the importation of small British diesels (ED Mk II and Mills 1.3) which were

ideal for C/L trainers and for a while everyone was busy learning to fly. Specific information was scarce, so there was much trial and error involved with control mechanisms and CG position etc. Things like wing-tip weight, longer inboard wings and uni-flow tanks had yet to be invented. So there was a lot of activity with trainers and most people used small British diesels, while a few had 10cc engines such as the Ohlsson 60 (Spark ignition) and the Australian made Hearn's Tempest also of 10cc. I never discovered the exact origin of the Tempest. It certainly looked like a McCoy 60, but whether it was made under licence from McCoy or was just a close copy remained a mystery. As it was essentially a racing engine, it was not particularly suited for general C/L flying, but engines were very scarce in those days and import restriction meant that you could not just buy them off the shelf or order from overseas as we can now.

Gradually a few more engines appeared on the scene, including the Elfin 1.8 which was probably the first small British diesel that had a respectable power/weight ratio, while the Frog 500 was also popular. Although the Frog 500 was a very good engine in many respects, it had the nasty habit of cutting out "dead" without warning if it was the slightest bit lean, so many a good model made violent contact with terra firma because of this.

Of course everyone wanted to fly "stunt", but it wasn't quite that simple and I recall that eventually Julian Brown looped a small Mills 1.3 powered model and the word spread quickly amongst the aspiring stunt flyers.

So we slowly progressed, with many a prang and much furious activity to repair or build so that flying could continue the next weekend.

At about this time (late 1940s) when we were making some progress with simple manoeuvres, Jack Black paid us a visit and showed us how it was done.

Jack, like many other ex-servicemen, was at a loose end immediately after he was discharged from the RAAF at the end of WWII and decided that he could maybe earn himself a few pounds by manufacturing a model aircraft engine. So the JB60 was born and as the name suggests, it was a 10cc engine that may have started as spark ignition, but if so Jack certainly used glo ignition when he visited us. I don't think many JB60s were made and Jack soon obtained employment as a pilot with one of the commercial airlines. Jack arrived in Hobart with a stunt model and a group of us went to the West Hobart sports ground to see what he could do. The model was extremely basic and showed signs of hard useage. It was also quite small for a .60 engine and I recall the wingspan as being about 40" (1 metre), with a very large movable elevator which also had lots of movement.

The JB60 was fired up and Jack proceeded to go through "the book" and although we knew the various manoeuvres that made up the schedule, most of us had never seen them actually performed. It would be nice to say that Jack gave a really polished performance, but this was not quite so. As mentioned above, the model was very small for a .60 engine (even in those early days) and the modus operandi seemed to be that the large elevator pointed the model in a certain direction and the large engine dragged it there. As can be imagined, there was an incredible amount of mushing as the model seemed to be dragged through the manoeuvres rather than actually flying through them.

However in spite of the shortcomings, we were very grateful for Jack's demonstration and it inspired us to keep at it until we could fly through the whole schedule as he had done, but hopefully with a little less mushing!

David Christian.

2009 SA State CL Champs Sunday 8th March and Monday 9th March: Stunt Report

Finally we got the weather right and made up for the wet windy weather of the last two years. Winds were light until midday and temperatures mild. The grass at Callington oval was a little long, but caused no difficulty for any of the competitors.

Overall entry numbers were healthy, with interstate entrants in attendance to qualify for places in the 2010 WC team and SA entrants travelling from as far afield as Yorke Peninsula, Renmark and Whyalla.

In F2B, Joe Parisi flew consistent and accurate patterns with crisp corners and was a worthy winner by a healthy margin. Frank Battam also flew his repaired Yatsenko Akrobat consistently, but could not quite match Joe's corners and accurate shapes.

Mark Ellins flew well and would be a threat if he gave up racing (only joking). Peter Anglberger and Leon Baird fought honourably over fourth place. All four SA F2B flyers could do with expert coaching as the judges commented after the competition on the number of basic errors that detracted from their scores. Any volunteers?

Peter Koch showed he has been practicing and flew consistent shapes to win the Novice event. Mike Davies flew his Maxi Slow well to edge Mark Schulz, whose flying has also improved, out of 2nd place. Jeff Fry enjoyed his first State Champs and no doubt learnt a lot.

The outstanding model in Vintage Stunt was the Burford Wombat flown by Maris Dislers thanks to a healthy static score advantage, it being a 1948 un-flapped biplane powered by an 2.5 cc CS Oliver Tiger. Once the upper wing was secured with extra 'lucky' bands it also performed a neat pattern in the second round. Peter Koch flew a lovely Aeroflyte Thunderstreak, but the motor cut halfway through first round flight resulting in significant damage to the fuselage. Not to be deterred Peter and pitman Ian Read got out the CA and repaired it in time for round two where the model looked none the worse for wear during flight.

Classic Stunt was flown last on Monday by which time the breeze had picked up. All competitors were closely matched

No doubt Alan Roadknight would have placed higher if he had not forgotten to perform parts of the pattern and performed them as well he has been flying them in club competitions.



F2B Winner Joe Parisi

Maris Dislers' Burford Wombat 1st, Vintage Stunt

Frank Battam, 2nd place in F2B

F2B Results (round scores are the two judges scores averaged)

Judges: R. Bond, R. Edgecombe

Place	Competitor	Round 1	Round 2	Round 3	Best 2 Rounds	Model	Motor
1	J. Parisi (Qld)	1114.25	1114	1106.75	2228.25	Sky Rider	PA 65
2	F. Battam (NSW)	961.25	979	1021.5	2000.50	Yatsenko Akrobat	Retro Disc 60
3	M. Ellins (Vic)	917.75	985.75	960.5	1946.25	Jazzier	Stalker 61
4	P. Anglberger	831.75	893.5	936	1829.50	Focke Wulf 190	ST 46
5	L. Baird	854.75	881	832.25	1735.75	Yardstick	Enya CX 21
6	G. Roadknight	647.75	667.75	637.75	1315.50	Prowler II	OS LA46
7	J. Witzke	582	626.75	595.75	1222.50	Tutor II	OS LA46

2009 SA State CL Champs Sunday 8th March and Monday 9th March: Stunt Report (cont)

Novice Aerobatics Results (round scores are the two judges scores added together)

Judges: P. Anglberger, G. Roadknight

Place	Competitor	Round 1	Round 2	Best Round	Model	Motor
1	P. Koch	763.5	866	866	Tutor II	OS LA 46
2	M. Davies	797.5	771.5	797.5	Maxi Slow	ASP 15
3	M. Schultz	762.5	551.5	762.5	Imitation	OS LA 46
4	J. Fry	669	579	669	Twister	OS Max 35S
5	A. Roadknight	634.5	423.5	634.5	Magician	OS LA 40

Vintage Stunt Results

Judge: R. Edgecombe

Place	Competitor	Static	Round 1	Round 2	Model	Motor
1	M. Dislers	123	98	167	Wombat	CS Oliver Tiger
2	P. Anglberger	105	169.5	170	Squaw	Glo Chief 35
3	G. Roadknight	104	153	28	Peacemaker	CS Oliver Tiger
4	J. Witzke	90	155.5	136.5	57 Nobler	Fox 35 Hemi
5	A. Roadknight	74	151	168	All American	Fox 35
6	P. Koch	39	91.5	145.5	Thunderstreak	OS Max 35S
7	P. Templer	15	153	157	Nobler ARF	OS LA 46

Classic Stunt Results

Judge: R. Edgecombe

Place	Competitor	Round 1	Round 2	Best Round	Model	Motor
1	P. Anglberger	451.5	510	510	Gieseke Nobler	L & J Fox 35
2	P. Koch	469	DNF	469	Nobler ARF	OS LA 46
3	J. Witzke	418	467	467	57 Nobler	Fox 35 Hemi
4	G. Roadknight	381.5	DNF	381.5	FliteStreak	OS LA 25
5	A. Roadknight	375	DNF	375	Magician	OS LA 40



Leon Baird and Classic Yardstick



Peter Koch's lovely AeroFlyte Thunderstreak

Victorian Control Line State Championships Results

F2C Team Race

		<u>rd 1</u>	<u>rd 2</u>	<u>rd 3</u>	<u>rd 4</u>	<u>final</u>
1.	R.Fitzgerald/M.Ellins	3:09.47	3:06.31	3:13.35	3:15.44	6:32.03
2.	G.Potter/R.Harvey	3:16.40	3:31.56	3:18.66	3:21.75	7:05.94
3.	M.Wilson/M.Poschkens	3:18.21	3:09.12	3:33.31	4:06.91	7:48.20
4.	C.Ray/P.Stein	3:37.07	3:22.10	4:29.91	3:18.03	
5.	T.Letchford/S.Walton	3:55.91	3:32.19	3:24.81	dnf	
6.	G.Wilson/N.Baker	3:55.28	4:29.37	dns	3:40.21	
7.	K.Hunting/J.Hunting	dnf 1	5:32.38	dns	dns	

F2F Team Race

		<u>rd 1</u>	<u>rd 2</u>	<u>final</u>
1.	G.Wilson/B.Young	dnf 42	4:27.28	9:03.53
2.	T.Letchford/S.Walton	4:34.00	4:14.03	9:17.22
3.	P.Cameron/R.Fitzgerald	4:30.72	4:26.28	dnf 39
4.	K.Hunting/J.Hunting	4:48.28	5:14.81	
5.	J.Hallowell/L.Smith	dns	dns	

1/2A Combat

		<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>Fly off</u>
1.	Michael Lewis	W	W	W	W	W	W	
2.	Mark Ellins	W	W	L	W	L		W
3.	Maris Dislers	L	W	W	W	B	L	L
4=.	Keith Baddock	W	W	L	L			
4=.	Tony Caselli	L	W	W	L			
4=.	Robert Owen	L	W	W	L			
7=.	Greg Pretty	W	L	L				
7=.	Graeme Wilson	W	L	L				
9=.	Harry Bailey	L	L					
9=.	Leon Baird	L	L					
9=.	Murray Wilson	L	L					

Vintage A Team Race

		<u>rd 1</u>	<u>rd 2</u>	<u>final</u>
1.	G.Wilson/M.Ellins	3:11.60	dns	6:45.50
2.	R.Fitzgerald/P.Stein	3:14.90	dns	6:49.00
3.	J.Hallowell/N.Baker	3:19.84	disq	7:14.90
4.	G.Potter/R.Harvey	3:37.22	3:19.38*	
5.	M.Wilson/L.Smith	3:18.81*	disq	
6.	J.Hunting/K.Hunting	3:26.09	disq	
7.	C.Ray/J.Ray	3:27.88	dnf 50	
8.	H.Bailey/P.Roberts	6:00.91	4:24.16	

- * = broken models, both withdrew.

Classic B Team Race

		<u>rd 1</u>	<u>rd 2</u>	<u>final</u>
1.	R.Fitzgerald/P.Stein	3:06.32	2:56.46	5:55.12
2.	J.Hallowell/N.Baker	3:05.25	dnf 53	6:34.47
3.	C.Ray/J.Ray	3:09.41	3:08.29	7:17.47
4.	M.Wilson/L.Smith	3:13.05	3:06.22*	
5.	J.Hunting/K.Hunting	3:10.56	3:20.13	
6.	G.Wilson/M.Ellins	3:16.65	3:16.03	
7.	H.Bailey/P.Roberts	3:27.47	dnf 41	

- * = withdrew from final, broken engine.

F2D Combat

		<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	
1.	Robert Owen	W	W	W	W	L	W	4
2.	Leon Baird	L	W	W	B	W	L	1
3.	Tom Linwood #	W	W	L	L			0
4.	Greg Pretty	W	L	L				-1
5=.	Maris Dislers	L	L					-2
5=.	Murray Wilson #	L	L					-2

= Shutoffs fitted.



Goodyear		rd 1	rd 2	final
1.	R.Fitzgerald/G.Pretty	3:27.38	dns	6:56.10
2.	G.Wilson/M.Ellins	5:07.06	3:51.15	8:00.19
3.	C.Ray/J.Ray	6:25.44	4:13.66	9:11.19
4.	B.Young/N.Baker	5:35.31	6:37.02	
5.	M.Wilson/A.Lumsden	disq nps	dnf 55	



Vintage Combat	1	Rep	2	3	4	5
1.	Graeme Wilson	W	W	W	W	W
2.	Tom Linwood	L	W	W	W	L
3.	Ken Maier	B	W	W	L	W
4.	Phillip Lewis	W	B	W	L	L
5=.	Tony Caselli	W	B	L		
5=.	Michael Davies	W	B	L		
5=.	Mark Ellins	L	W	L		
5=.	John Hallowell	W	W	L		
9=.	Michael Lewis	W	L			
9=.	Robert Owen	W	L			
9=.	Murray Wilson	W	L			
9=.	Bryce Young	L	W	L		
13=.	Harry Bailey	L	B	L		
13=.	Peter Anglberger	L	L			
13=.	Leon Baird	L	L			
13=.	Maris Dislers	L	L			
13=.	Greg Pretty	L	L			

The popularity of Vintage Combat continues to provide good entry levels and an early start backed up by efficient running methods enabled the completion by an acceptable time. Graeme Wilson ended the day with a clear run of W's.

Tom Linwood Graeme Wilson Ken Maier



Combined Speed.

Pos	Name		Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	R Hiern	Class 1	Nova Rossi 12	14.24	13.64	D.N.F	13.64	263.93	101.61%
2	R Hiern	Class 5	Novarossi 21	14.15	D.N.S.	D.N.S.	14.15	254.42	99.08%
3	N Wake	Class 5	Novarossi 21	14.23	14.34	15.12	14.23	252.99	98.52%
4	R Hiern	FAI	Profi	12.74	D.N.S.	D.N.S.	12.74	282.57	96.86%
5	A.Nugent	Class 1	Nova Rossi 12	14.42			14.42	249.65	96.12%
6	R Hiern	Class 4	Super Tigre X40	13.26	D.N.S.	D.N.S.	13.26	271.49	93.89%
7	N Wake	Class 1	Nova Rossi 12	N.T	14.92	14.96	14.92	241.29	92.90%
8	N Wake	Class 2	OS 30 VG	11.78	D.N.F.	D.N.S.	11.78	245.91	84.89%
9	M Wilson	Class 1	OS CZ11 PS	17.13	16.46	16.62	16.46	218.71	84.20%
10	H Bailey	Class 1	OS CZ11 PS	16.76	17.04	17.19	16.76	214.80	82.70%
11	R Hiern	Class 3	Rossi 60	12.30	11.85	11.80	11.80	245.49	82.12%
12	H Bailey	Proto	Novarossi 21	29.86	30.06	29.75	29.75	194.74	81.09%
13	N Wake	Proto	FORCE .21	33.34	32.39	37.78	32.39	178.87	74.48%
14	V Marquet	Class 1	Asp 12	21.95	20.60		20.60	174.76	67.28%
15	V Marquet	Proto	Picco 21	38.18	37.68	D.N.S.	37.68	153.76	64.03%
16	N Wake	Class 4	OPS 40	N.T	20.54	D.N.S.	20.54	175.27	60.61%
17	R Hiern	Class 2	Novarossi 21	NT	D.N.S.	D.N.S.			0.00%

Combined Speed. 2009 Victorian State Champs.

Report by Robin Hiern & Andrew Nugent

Six entries were greeted by perfect weather for this years running of the Victorian State Champs. A little rain the previous week gave the field a touch of green but much more is needed.

Robin Hiern continued his domination of the local speed scene by taking out first and second place with his modified Novarossi 12, 13.64 (with bigger lines) and second with his Novarossi 21, 14.15. Third place belonged to Noel Wake, 14.23, with his recently built model and Novarossi 21 power. I continued my development of my new Class 1 model (Novarossi) with 3 respectable times, best being 14.4. Unfortunately this engine is as hungry for glow plugs as a third world country after a 10 year drought and 3 locust plagues!!!! Altering the head clearance did not seem to help. Murray Wilson flew his new red Arrow with OS CZ 11, painted by the "house of Stein"; thank god it's not grey! Model flies well with a best time of 16.46. Filling out the competitors list for the Saturday comp was the lovable and ever present Harry Bailey and Vern Marquet. Harry is threatening new props for the next day out and Vern is burning to break the 20 sec barrier with his ASP 12.

Speed continued on Sunday up at Knox. The weather continued to impress with sunny windless conditions. All classes of competition delighted the many spectators who were present. After waiting for speed to start Robin, Vern, Noel and Harry flew the larger classes that the Knox field allows for. Of note was Robins blown piston in his S/T 40 and Noels unfortunate crash with his OS 30 model. Luckily it was not badly damaged. Both Harry and Vern flew their Proto models putting in

some nice flights. All together it was a great meet with perfect weather for all classes of control line flying. Now more rain please!!!!

Unfortunately no interstate entries this year.

Next speed comp is at Frankston on the 14th of June, I hope we have a few more PERKIES as a few were bought at the state champs, Paul should have his ready to try again with his sparky version, I am going to try a Davies Charlton Rapier diesel, then next an OS diesel.

Thanks again to our time keepers especially RON SAVAGE who we presented a Perky kit for all his help over the years, even though he is not a member and does not fly yet, he used to fly in the old [good] days.

Also to our CD LANCE SMITH for a job well done thanks

F2B Results

Competitor	Model	Engine	Round1	Round2	Round3	Best 2 rounds
1 FRANK BATTAM	YATSENKO ACROBAT	Retro 60	955.5	1019.75	1095.2	114.75
2 DOUG GRINHAM	O.D. FIREFLY	Stalker 66	949.5	1020.5	1004.5	2025
3 MARK ELLINS	JAZZER	Stalker 61	947	960	1044.75	2004.75
4 PETER ANGLBERGER	FW190	ST46	864	850.25	990	1854
5 DAVID NOBES	SUKHOI	OS 46LA	865	839	840.5	1705.5
6 PETER KOCH	TUTOR	OS 25LA	825.5	805	837.75	1663.25
7 MATTHEW SPENCER	F4E PHANTOM	OS 35S	492	633.5	429	1125.5

NOVICE Results

Competitor	Model	Engine	Round 1	Round 2	Best Round
1 PETER KOCH	TUTOR	OS 25LA	433	447	447
2 DAVID LACEY	DOLPHIN	OS 46LA	409	374.5	409
3 KIM LAUGHTON	SMOOTHIE	OS 46LA	393.5	406	406
4 MARK USHER	TWISTER	OS 46LA	40 370.5	395.5	395.5
5 MIKE LEWIS	TWISTER	OS 46LA	40 382.5	344.5	382.5
6 PHILLIP LEWIS	TWISTER	OS 46LA	40 350	242	350

Vintage Stunt Results

Competitor	Model	Engine	Static score	Round 1	Round 2	Total Score
DOUG GRINHAM	JAMISON	ATWOOD 49	128	161	149.5	289
DAVID NOB GUIDED	WHISTLE	ATWOOD 49	136	144.5	132	280.5
MARIS DISLERS	WOMBAT	OLIVER TIGER	129	137	116	266
FRANK BATTAM	HOT ROCK	FOX 35	122	135	129	255
P. ANGLBERGER	AMBASSADOR	SABRE 2.5cc	116	131	124	247
ROBIN HIERN	THUNDERBOLT	FROG 500	106	136	139	245
DAVID LACY	HEARNS DEMON	FROG 500	118	117.5	111.5	235.5
KEN MAIER	AMBASSADOR	OLIVER TIGER	109	91.5	120	229
PETER KOCH	AMBASSADOR	FROG	500	113.86		199
MIKE LEWIS	VIKING	OS 40LA	91	100	105	196
KIM LAUGHTON	SMOOTHIE	OS 46LA	62	125	124	187

Maris Dislers and his Vintage Stunt "Wombat"



It was absolutely perfect Easter weather at the Knox field for 'Super Sunday' at the Easter State Championships. A big crowd turned up to watch racing, aerobatics, combat and speed. Car parking space was at a premium.

Vintage A had 8 teams flying. CD Alan Lumsden kept the event moving at a fast pace. Quickest heat was a State record 3.11.60 by Graeme Wilson and Mark Ellins. Rob Fitzgerald & Paul Stein were on 3.14.90 and Murray Wilson & Lance Smith recorded 3.18.81.

Harry Potter & Ray Harvey did a 3.19.38 and John Hallowell & Nobby Baker did 3.19.94. They lost a wheel in the second round to earn a DQ. The former were very unlucky to break their model on takeoff after they kindly volunteered to make up numbers in the second round.

The second round saw some 'racing incidents' that put some teams out of the race, including the Smith/M. Wilson racer that broke a wing after a line tangle that looked like something out of a combat bout!

Jim & Colin Ray, Harry Bailey & Peter Roberts along with the Hunting brothers all had fast models but little things on the day prevented the sub 3.20 times needed for a chance of making the last three.

Wilson/Ellins won the final in fine style in 6.45.50 with the black and clear Dimpled Dumpling. Fitzgerald/Stein were a very close second in 6.49.00 with the grey and clear DD followed by Hallowell/Baker in 7.14.09 with the Pluto. H/B finished two laps short and had to make an extra stop. For all teams, the weapon of choice was the superb Australian made R250 engine by Steve Rothwell.



*Left:-
The winning
Vintage A
Dimpled
Dumpling*



*Right:-
Paul Steins Enya
powered Classic B
model*

Classic B had 7 teams entered and was again dominated by Fitzgerald/Stein with their modified Rocket and Enya 25 combo. They did a record 2.56.46 heat and another record 5.55.12 final!

Next best heats were Hallowell/Baker on 3.05.25 and M. Wilson/Smith on 3.06.22 followed by Ray/Ray on 3.08.29 and Hunting/Hunting on 3.10. Really close team racing! Classic B seems to be getting better and better with more interest and new models and new flyers joining in all the time.

Combat ace Mick Lewis has just bought himself a Double Dice and now has a MRS LA 25 to go with it.

When CD Keith Baddock shouted 'GO', it was time for Rob Fitzgerald, Paul Stein and the Enya SS to again walk the walk. The Brodaks were shown a clean pair of heels by this Alan Barnes modified Enya. Awesome would be the best way to describe this performance. Rob & Paul romped home to an easy win in from Hallowell/Baker on 6.34.67 and the 'Cosmic Rays' on 7.17.47. The bar has again been raised with the gauntlet thrown to the established teams in Classic B. The next few months will see what sort of response can be made to meet this new and exiting challenge.

John Hallowell. AUS 1984

**Newsletter Editor
Harry Bailey.
37 Thompson Street
Clayton 3168
Victoria
Tel (03) 9543 2259**

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MW Combat



Vintage Combat final bout



Vintage Combat arm wrestling



Friday morning catering



F2F power



Hobbycave sales



F2C finalist



Speed at Knox



F2D Shut-off





Two contestants gain top three places in speed



Tanks need to be as strong as tanks



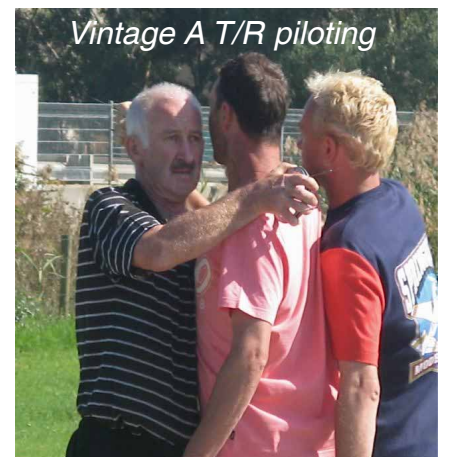
Static judging in Vintage Stunt



Speed at Frankston



Stunt at Knox



Vintage A T/R piloting



Half A Combat pits

Vic State
Championship
pictures from
John Hallowell,
Paul Stein and Harry
Bailey

Hearns Trophy

March 22nd saw the running of the Hearns trophy at the KMAC field in Stud Road, Knox. This was the first time that the Hearns trophy was run as a Vintage Stunt event as it has been an F2B event for some years. The event attracted more entrants than seen in the past, some eleven participants with others attending ready to fly had the wind died down. The feeling amongst the competitors and spectators was that the day was a huge success and a great deal of fun was had by all.

The result of the contest was that Doug Grinham once again took the trophy home.



1st - Doug Grinham -	Jamison -	Atwood 49 Glo -	444 Points
2nd - Dave Nobes -	Guided Whistle -	Atwood 49 glo -	440 Points
3rd - John Goodge -	Gambler -	Long shaft Fox 59 Glo -	354 Points
4th - Robin Hiern -	Super Zilch -	Super Cyclone Ignition -	325 Points
5th - Craig Hemsworth -	Cougar -	Oliver Tiger Mk3 Diesel -	321 Points
6th - Mike Lewis -	Viking -	OS 40 LA Glo -	315 Points
7th - Mark Usher -	Ambassador -	Oliver Tiger Mk3 Diesel -	295 Points
8th - Ken Maier -	Ambassador -	Oliver Tiger Mk3 Diesel -	290 Points
9th - Kim Laughton -	Smoothie -	OS 40 LA Glo -	285 Points
10th - Peter Koch -	Thunderstreak -	OS Max 35 S Glo -	250 Points
11th - Dave Lacey -	Demon -	Frog 500 1951 Glo -	228 Points



Pit area showing the very colourful line up.



Robin Hiern showing his relaxed flying style and a relaxed Kim Laughton calling.

The Hearns Trophy 2009

Robin Hiern put on the most amazing display of aerobatics in the very windy conditions that came up during his flight. He had everyone in fits as he skillfully forced his overweight, ignition powered Super Zilch through the pattern. Most onlookers thought that he deserved to win the contest because of the outstanding show.





Peter Koch received an encouragement award of a Enya 45 Stunt engine which he has already planned a model for. Congratulations Peter.



Mark Usher and Steve Mitchell with their new models.



A special thanks goes to all of the volunteers that helped to make the day great for everyone, without these people an event such as this is not possible.

Judging was done by Ken Taylor and Brian Lang,
Contest Director Robin Hiern
Score tabulation by Craig Hemsworth and the sausage sizzle was done by Les Varga.
Thanks heaps guys.



A working bee was recently held at the CLAMF field in preparation for the upcoming State Championships. The concrete circle had it's cracks filled with mortar and grass seed was sown over the patches of bare dirt. Some rain and sunshine the following week provided good conditions for seed germination.

With the 40 foot container placed in it's correct location and a field that was mown and manicured all was set for the following weeks activities.

Thanks go to all those that attended and helped out.

SSME Luddenham 29/3/2009**Vintage A Team Race**

Heat 1	Heat 2	Final
R.Harvey /G.Potter 3.14.41		6.52.18
A.Kerr / R.Justic 3.18.00	3.20.25	7.02.06
P.Camps / S.Pilgrim 3.14.64		DNF
T.Bonello / A.Heath 3.37.69	3.27.81	
R.Fairall / G.Ardill		
J.Nolan / S.Rothwell		

Phantom Team Race

P.Camps / S.Pilgrim
T.Bonello / I.Gapps

Heat 1**Heat 2****Final**

9.36.75
9.36.81

Vintage 1/2 A Team Race

J.Nolan / S.Rothwell 4.12.69	4.02.00	8.14.09
R.Harvey /G.Potter 4.40.81	4.15.06	8.35.61
P. Camps / S.Pilgrim 4.10.63	4.04.31	8.45.31
R.Fairall / G.Ardill 4.29.66	91 Laps	

Bendix Team Race

G.Potter / J.Nolan		8.26.87
T.Bonello / A.Heath		9.12.49
R.Harvey / R.Justic		DNF

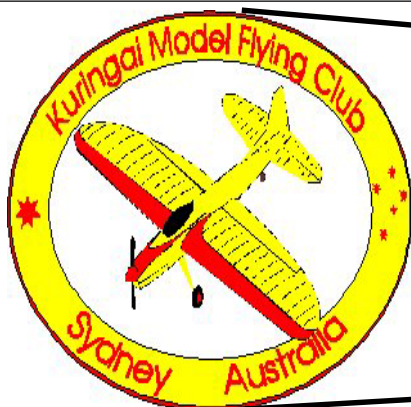
Results from Tony Bonello

Combined Speed at Frankston 29/3/09

Pos	Name		Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	L Smith	Vintage Proto	Brodak 25 mk4	34.40	33.80	D.N.S	33.80	171.41	91.01%
2	N Wake	Class 2	OS 30 VG	11.64	D.N.S.	D.N.S	11.64	248.87	85.91%
3	N Wake	Vintage Proto	Magnum 25	37.87	37.21	D.N.S	37.21	155.70	82.67%
4	R Hiern	Class 3	Rossi 60	N.E.L	12.31	11.85	11.85	244.46	81.77%
5	H Bailey	Proto	Novarossi 21	33.62	29.98	31.65	29.98	193.25	80.47%
6	N Wake	Class 4	OS 40 VRP	15.84	N.E.L.	D.N.S.	15.84	227.27	78.60%
7	V Marquet	Proto	Picco 21	39.26	37.75	39.25	37.75	153.47	63.91%
8	K Hunting	Class 1	OS CZ11P	21.82	D.N.S.	D.N.S.	21.82	164.99	63.52%
9	R Hiern	.049	AME .049	ATT	ATT	D.N.S			0.00%

"PERKY" WINNER CLOSEST TO AVERAGE R.HIERN

A.Nugent	Perky	Super Tigre G15 glow	44.45	44.00	42.70	42.70	135.68
R Hiern	Perky	S/T G15 RVD	46.19	46.60	45.03	45.03	128.66
V Marquet	Perky	E.D 2.46	63.28	D.N.S.	D.N.S.	63.28	91.56

**Kuring-Gai Model Flying Club**

St Ives Showground. Mona Vale Road St Ives NSW 2080

KMFC Event DetailsSunday September 13th, **Classic Stunt, Vintage Stunt and Palmer events.**

The Classic Stunt event will be flown to normal rules but will include special awards to celebrate the memory of Bob Palmer.

Entrants flying Palmer-designed planes compete for two special medals - one for the best stunt performance, and one for concours, these in addition to the normal awards for the Classic event.

Sunday October 11th **Gordon Burford Day.**

The events will be:

- Stunt - using G B engines in any of the Australian planes selected for previous Veterans gathering at Muswellbrook.

(contact Dave Brown on (02) 6355 7298 for kit

supply).

- Sabre Trainer fly past. G.B engine, 2.5cc maximum
- Speed - any G B engine up to 0.19cu.in.
- Special event - simultaneous flying of G B - engined planes - 20+this year?
- Concours - G B engined planes of any kind.
- Buy, sell, swap, auction, raffle, display.



Winners in the Vic State Champs raffle drawn at the presentation dinner were:-

Grant Potter -	3 x Vintage Combat Ironmongers NSW
Bruce Bellis -	3 x Vintage Combat Ironmongers WA
Graeme Wilson -	3 x Vintage Combat Ironmongers Vic
Andrew & Tom Linwood	Phantom Racer NSW
Dave Gannon -	Perky Racer WA
Peter Roberts -	Continental Stunter Vic
Michael Lewis -	Focke Wulf - TA152 Stunter Vic



“AUSSIE” DAY and VINTAGE COMBAT

Sunday May 3rd 2009

Join C.L.A.G and Brimbank Falcons for a combined “Aussie” theme day and Vintage Combat.

“Aussie” will showcase Australian designed model aircraft, with prizes for two categories; published plans and own design.

So, join us for a day of Combat mayhem and a display of Australia’s finest.

Refreshments and “Aussie” BBQ will be available.

Venue: K.M.A.C. Stud Rd Rowville, Melways ref. 72 K9
Commencing at 10am.

For more info contact Graham Keene Tel 0351924037

Muswellbrook District Model Aeroports Inc.

(MDMAS)

Upcoming Events for 2009

1: Veterans Gathering (Fun fly) 2nd/ 3rd of May

*Old timers, Free Flight, RC, scale, anything of interest
If it fly’s bring it along. held for the past 20+ years*

*Mitchell Hill Flying field, 5km south of Muswellbrook
on the New England highway*

Camping on site available, dinner Sat night

Contact Luke Anderson 0265412234 or 0420926890

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Engine Reconditioning Specialists



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