



# THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 170

Produced by the Victorian Control Line Advisory Committee



November 2012  
INSIDE THIS ISSUE

Contest Calendars.  
Classic FAI T/R Development.  
Maris Dislers Revisits the Taipan Series  
67 1.5 BR Diesel.

Around the Clubs.  
Contest Results.  
Queensland State Champs Report.  
New Models.  
World Championship Team Pictures.  
Notices.  
For Sale.

**Copy Deadline for next issue is:  
Wednesday November 21st 2012  
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 2012

DATE	EVENT	CLUB
Nov 11.	Re-union event.	

All past and present members are invited to attend.

Nov 25	Dougs Vintage Stunt	KNOX
Dec 9.	Speed, F2F T/R, Nats Practice.	CLAMF
Dec 16	Club Day + Nationals Practice (all welcome)	KNOX

**Dec 28-Jan 3**

**MAAA 66th Australian Nationals.**  
**Albury**

### 2013

Jan 27	KMAC Club Day	KNOX
Feb 10.	Speed, Classic Stunt, Burford A Team Race	CLAMF
Feb 24	Blown out contest day and KMAC Club Day	KNOX
Mar 24	KMAC Controline Carnival & Doncaster Novelty	KNOX
Mar 29	Vic State Championships Practice.	KNOX
Mar 29-Apr 1	Vic State Championships.	CLAMF/KMAC
Mar 9-11	S.A State Championships.	

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](mailto: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

Stadium Drive, Keilor Park Recreation Reserve, Keilor. (Melway 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 [peter.koch@live.com.au](mailto:peter.koch@live.com.au)  
Vice President: Ken Taylor Home 97380525  
Secretary: Steve Vallve - Mob: 0409935358  
Home 94390195 Email [steve.vallve@gmail.com](mailto:steve.vallve@gmail.com)  
Treasurer: Bruce MacKay - Mob: 0418380014  
Home 98874928 Email [bruce@bpmac.com](mailto:bruce@bpmac.com)

**CLAG** CLAG has decided to not run any competition events this year, we will however provide assistance and support to KMAC and Frankston as we can.  
CLAG has monthly fly-ins at the Moe Race Track every first Sunday of the month.  
Contact :- Craig Hemsworth Mob 0433 809 862  
Email :- [chemsworth@childhood.org.au](mailto:chemsworth@childhood.org.au)



## COMING EVENTS



### C.L.A.S. CONTEST CALENDAR 2012

DATE	EVENT	CLUB
Sun 4 Nov	F2B Aerobatics SAT (Ashford Road, Milperra)	
Sun 4 Nov	Combat. 1.6cc, Slow and Vintage.	KMFC
Sun 11 Nov	Combined Speed	
	(Contact Ron Blomberry for details Ph: 9956 5952)	SSME
Sun 18 Nov	Cardinal Stunt and Classic Stunt.	
	(I.Smith Ph:024975 2292) NACA at CCMAC at Rutley's Road Mannering Park	
Sun 25 Nov	Vintage T/R and Diesel Goodyear	KMFC
Sun 2 Dec	KMFC CHRISTMAS PARTY	KMFC
Sun 9 Dec	F2B Aerobatics Doonside. (Whalan Reserve)	
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)	



### Adelaide Aeromodellers Club 2011 Events Calendar

#### 2012 Events Calendar

12. Peacemaker / FliteStreak Stunt- November 17th

#### Notes:

1. All AAC events are at Unley Rd City opposite BMX Park.
2. Dates are provisional and to be confirmed.
3. Start time of all competitions will be advised in separate 'flyer'.
4. All entrants must be MASA / MAAA members with a valid membership card.
5. Safety straps required on all handles in all events.
6. Mufflers mandatory on all glow motors 2.5cc and above.
7. MASA noise limit (96 dB) applies to all motors.

For further info contact Mal Dyer tel. 8186 1135

We're thinking of running a postal speed contest for 1.5cc engines. Probably as a Proto class and with simple models, suction feed etc to keep things simple. Might also get a spot on Alberto Parra's web page. He's keen to get it happening in Spain. Portugal, etc. Perhaps the Brits as well via Barton Forum?

Cheers,  
MARIS DISLERS

The views and opinions expressed in ACLN do not necessarily reflect those of the Editor or Committees of Clubs or of the members of the Club represented in ACLN but are those of the respective authors.

Any comments, queries or complaints with respect to any article in this publication should be addressed to the author of the article.

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.

### Competition Rules Year

Members are reminded that 2012/13 is a Competition Rules year. Australian competition rules are available through the MAAA web site [www.maaa.asn.au](http://www.maaa.asn.au)

All disciplines are requested to review their particular section of the rules and make any suggested amendments through the relevant Subcommittee.

Subcommittee members for the discipline should collectively review all amendments prior to submitting the final recommendations to the MAAA Secretary by February 2013. These will be added to the rules agenda to be presented to the MAAA Rules Conference in May 2013.



**Taipan** Reproduction Engines

Adelaide Aeromotive Pty. Ltd. A.B.N. 115 387 061  
[aamotive.com](http://aamotive.com) > engines > single cylinder

Rebores and Repairs to most **Taipan** and all **glochief** engines.

[aamotive.com](http://aamotive.com) > repairs

Email us for a free quotation! [aamotive@gmail.com](mailto:aamotive@gmail.com)

### SUBSCRIPTION APPLICATION ARE YOU BORROWING

If you have just finished reading somebody else's copy of Australian Control Line Newsletter, why not get in now and order your own copy?

For Australia and New Zealand the cost is \$25 Aus and other countries \$35 Aus

For this amount you will receive eleven issues of this newsletter and be up to date on Control Line both in Australia and elsewhere.

There is also the additional option to have it sent to you by email if you desire.

Annual **email only** subscriptions are \$15 per year.

You can order from:

G. WILSON  
P.O. BOX 298  
SEAFORD  
VICTORIA 3198 AUSTRALIA

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

POSTCODE \_\_\_\_\_

TELEPHONE \_\_\_\_\_

EMAIL \_\_\_\_\_

*The Nationals are approaching and entry forms have been dispatched with this months newsletter. Please note the closing date for entries.*

- Any entry received or postmarked after 30th November 2012 will incur a late entry fee. This fee is in addition to the entry fee.
- The late entry fee for Seniors is \$10 per event.
- The late entry fee for Juniors is \$5 per event.
- Entry fee refunds will only be made for entries received or postmarked prior to 30th November.
- Entries received after 30th November will not be entitled to a refund



# Classic FAI T/R Development.

By Andrew Nugent.

Over the last 5 or so years we have been developing our Classic FAI team racers. Personally between myself Mark Ellins and Lance Smith we have now tried out 5 different engine makes, the best of the bunch being the relatively new Fora Jnr engine from the Ukraine. Hearing about problems of range and other issues from different places has prompted me to write this article.

One of these engines was squeezed into my original Picus model over 2 years ago. Firstly Lance and Murray were flying that model and now Neilo is flicking it, since our good friend Lance passed away. This engine just keeps on going, it has never been apart. Its best race time so far is a 4:29 at the recent cold and windy Albury comp.

With the new batch of engines I brought in this year, they seem to be a bit better, or dare I say quicker! 21 of these engines have been distributed around Australia, 2 of them I know are performing well. Paul Stein has one which is going well in his beautiful Espadon model, recording record times for this class of 4:20 and 4:15 on its first day out. Mark and I have one in my Shapavolov model and did a best time of 4:26 at the same Albury comp mentioned above. We were faster at home in warm temps the week before. Other models that have been going well are Harry Baileys and many Diesel Goodyears in NSW.

What's that I hear, "I've had trouble with mine, or, mine wont go like that". Well, Fora engines must have produced a couple of thousand of these engines by now. I know Lance imported over 100 of these engines during the time he was doing that. Where they have all gone I'm not sure. During this time I have heard of only one broken rod incident which was blown out of all proportion on the Barton Forum. To Andreys credit he replaced the rod and P/L for that engine. How quickly we have forgotten the rubbish that was coming out of China in the guise of the CS Oliver replica. What a disappointment they were! I can't remember people jumping up and down about them. Also there have been a few engines with less than tight bearing fits. I have one of those. Paul has another.

So, where to know? I think for 100 bucks these are a good engine. You can pay \$1500 for a top of the line Team race engine and still have trouble with it. Yes, just ask the T/R guys!

People have asked me on numerous occasions, "When you got your new engine did you flush it out"? My answer is to flush ANY new engine out.

Did you run it in? I think these engines need a short break in on the bench using a 7x4 prop, not a 7x6. Use a little extra oil if you like. Give it 3 fast, slightly rich runs and let the engine cool down properly between each run. Then on the next day out put it in your model on a 7x6. Only half warm it up and let it go, so it's not loaded on the ground. It will unload in the air on that prop. That's the reason for the 7x4 on the bench. Give it a few tanks, slowly bringing it close to a racing setting. DON'T over compress it. By now you should have speed of about 24 seconds for ten laps with range of about 30 to 35 laps to a 10cc tank in an FAI team racer. Now its time to give it a rest. Go and have lunch or leave it at that for the day. Don't flog it. Mark has found that these engines run best slightly undercomped and a couple of clicks on the lean side. This gives a fast high speed burp through the run. We seem to get the best results like this. Foras don't sound as happy with a high compression setting and running a touch rich. This type of setting will bog the engine down, I found the original Fora Pioneer like this too. Rothwell engines are the opposite of this feature.

A bit of news to hand is that John Hallowell has just purchased a new Fora. This will be run next weekend in his Tiger team racer. So stay tuned for results.

Next month I will review cooling and tank set ups.

Regards to all,  
Andrew Nugent.

Guys,  
Are you aware of this site. Lots of talk, pics and plans of old racing and speed models,  
Andrew. <http://www.rcgroups.com/forums/showthread.php?t=1530258>



# Maris Dislers Revisits the Taipan Series 67 1.5 BR Diesel



*Rare Taipan Series 67 1.5cc ballrace engine (front) and the common plain bearing Series 66 engine (back) share basic components, but are streets apart in performance.*

## A Rare Bird

When obtaining data for my book on Gordon Burford's model engines, I was not able to lay my hands on a Taipan Series 67 1.5 BR diesel (we'll call it the S67 for this article). Not surprising, as the production run for this "Special" was only around 50 units. Understandably the S67 is much coveted as a collectors' item, but stories of its excellent performance have given it a real aura that contrasts with the usual Burford priorities of value for money and a long and hassle free life, at the expense of outright performance from their engines. Are those stories justified, or just embellished with the retelling? We recently had a chance to find out. Thanks to Bob Brown, Fred Adler's well used S67 came our way. Fred bought it when Gordon Burford sold around a dozen S67's at the 21st MAAA National Championships, held over the Christmas – New Year break 1967-68 in Northam, West Australia.

## Structural details

A Taipan engine group in the later 1960's featured similar crankcase designs which could accommodate either plain crankshaft bearing or twin ball-race setups. The ball-race engines had the crankcase nose shortened and the front bearing mounted in a turned aluminium housing pressed into the crankcase nose. This "shared platform" arrangement was used for the Taipan 19 glowplug engines and to a lesser extent, the Series 66 and Series 67 1.5cc diesel duo. The Series 67 2.5cc diesel could also have had a plain bearing partner, but that did not happen for several possible reasons.

The S67 squeezes rather petite Japanese Koyo ballraces of only 17mm outside diameter into the Series 66 plain bearing engine's crankcase confines. Its crankshaft is of straightforward design, having a 9mm journal diameter, a simple circular intake port feeding a 5.2mm diameter gas passage and an unbalanced crankweb. Intake timing is similar to the plain bearing engine, opening at 45 degrees ABDC and extending for 155 degrees before closing quite early at 20 degrees ATDC.

Piston and cylinder are the same as the plain bearing engine, but set a little lower in the crankcase, thereby reducing exhaust duration from 130 degrees to only 118 degrees and boosting supplementary sub-piston air induction to a little over 60 degrees. The conrod is also a little different. Rather than milling the outside of both conrod ends, the lower end is left with a round, turned section. This gives a little more support for the bronze bushing unique to the S67. That in turn necessitates a clearance groove in the crankcase. A rather marginal arrangement, considering the lower crankcase wall thickness is only 1.2mm before the groove is cut and is already weakened by the thread for the backplate a little further back.

Outwardly, the pressed-in front bearing housing, a different prop driver and the S67's red anodised cylinder jacket distinguish it from the Series 66 plain bearing engine. Interestingly, the S67 weighs in at 104 grams, a shade lighter than the Series 66.

Fred's engine had obviously seen a lot of use and a bit of dirt as well. To get a balanced assessment, it was rebuilt with original Taipan parts to an equivalent standard to new. It was not "blueprinted" in any way and there were probably better performers than our rebuilt example in the original batch.

## Performance tests

Compared with the plain bearing engine, the S67 is a delight to start. Exhaust priming gets it going smartly and there's

none of that plain bearing friction when starting with small propeller sizes. The fit between piston and cylinder loosens up significantly as the engine warms up. For racing purposes, the optimum fit for the S67 had to be tighter than the plain bearing general purpose engine, which in turn made the bronze conrod bush a necessity.

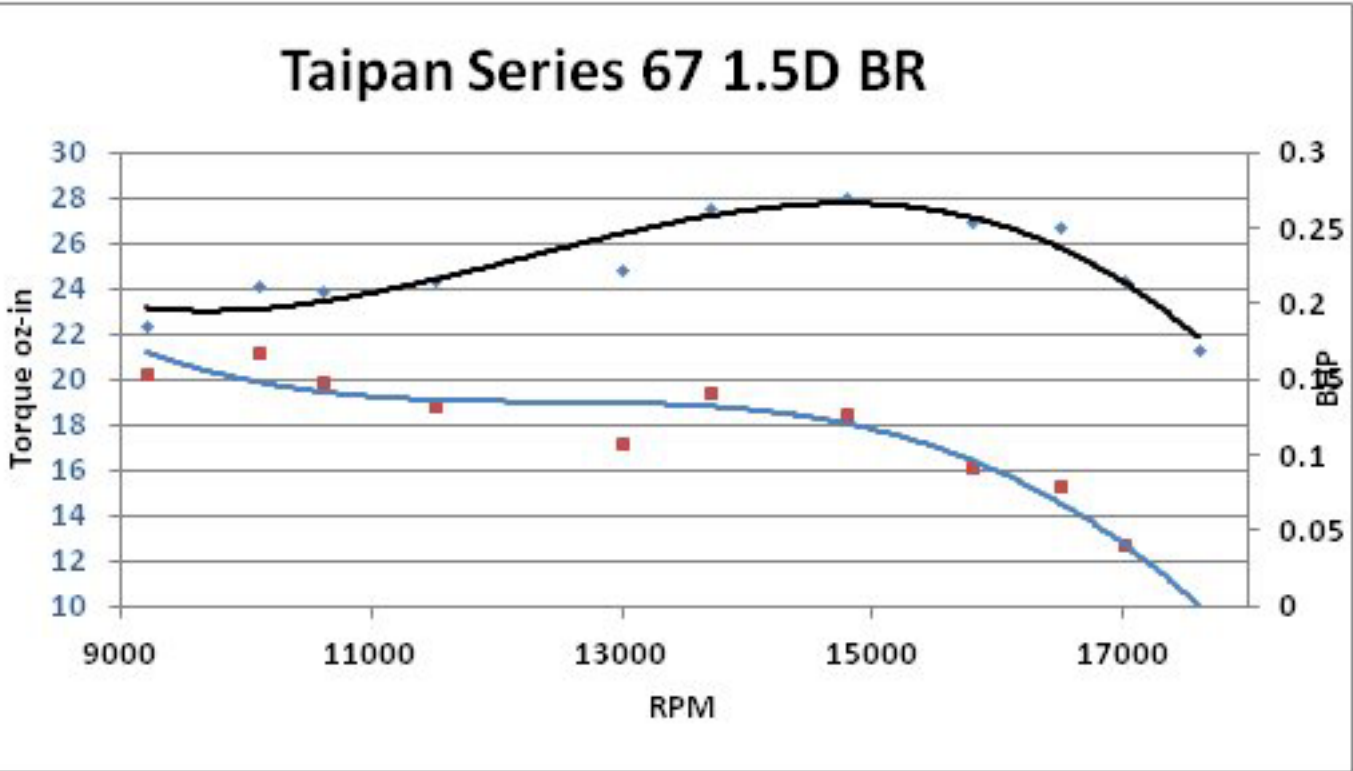
Our S67 tolerates a slightly over compressed setting and leaner than optimum mixture setting well. That gives some welcome latitude for coping with real life application. However, there were a few hundred RPM to be had by getting the settings just right and the exhaust oil darkened markedly as a sign when things were getting too hot inside. Vibration was not apparent, except for the smallest test propeller, with which the engine was operating significantly past its optimum running speed. We also noticed some misfiring at the highest running speeds that could not be eliminated by careful adjustment of controls, or upping the ignition improver from 1.5% to 1.8%. Again, at speeds above its peak power level.

The S67 produces over 50% more power than its plain bearing sibling, which Peter Chinn rated as a very capable engine in its own right. Most notable is the S67's ability to maintain bags of torque at running speeds corresponding to peak power output. So not only does it comfortably top 0.25 BHP over a span of 1000 RPM either side of 14500 RPM, but it is more likely to stay there under a bit of load thanks to around 20% more "grunt" than its competitors in the late 1960's. That's championship winning stuff.

### Conclusion

Our tests certainly support the notion that Mal Pring & Trevor Dowling's "World Record" 1/2A team racing time at the 1968-69 Warnambool Nationals was not the result of a freak, single engine with exceptional performance. The Series 67 Taipan BR 1.5cc diesel really is a good 'un and deserves a spot at the top table of engines in its class from the "Classic" era. Had it been produced in quantity, that standing surely would have been more widely appreciated.

Prop	RPM
Graupner 9x5	9,200
Graupner 10x3	10,100
APC 9x4	10,600
Graupner 8x5	11,500
APC 8x4	13,000
APC 7x6	13,700
APC 7x5	14,800
APC 7x4	15,800
APC 7x4 trim	16,500
APC 7x3	17,000
APC 7x3 trim	17600





# VINTAGE A, CLASSIC B & CLASSIC FAI RACING AT ALBURY, SEPT. 30TH, 2012.

Despite the absence of some top modelers who had only just returned from the World Champs and British Nats, it was still a great weekend of racing on the Albury hard stand.

**Classic B** was first away and provided the standout performance of the meet with Chris Sculley and Steve Rothwell setting a new heat record of 2.52.54 with the OSFX powered modified Rocket. Well done! Next fastest were Hallowell/M. Wilson on 3.01, Justic/Stein on 3.03 and G. Wilson/Ellins on 3.17.

These NSW hotshots have now skipped ahead of Victorian rivals Hallowell/M. Wilson on 2.55.75 and Justic/Stein on 2.56.38. Throw Harry Bailey and the Super Macs into the mix and the Nats competition in 3 months time promises to be a beauty!

Hallowell/M. Wilson won the final in 6.08.25 followed by Justic Stein on 6.14.31. Rothwell/Sculley retired at 60 laps after Steve aggravated an old foot injury while piloting.

*P. Stein/R. Justic*

*J. Hallowell/ M. Wilson*

*S. Rothwell/ C. Sculley*



**Vintage A** gave us some more close racing with Richard Justic and Paul Stein crossing the line first in 6.52.14 ahead of G. Wilson/Ellins on 7.08.01 and Hallowell/Nugent on 7.15.38. Justic/Stein had the fastest heat of 3.15.64 followed by G. Wilson/Ellins on 3.21.44 and Hallowell/Nugent on 3.26.63. Rothwell /Sculley were again hampered by injury and eventually withdrew.

*M. Ellins/G. Wilson*

*P. Stein/ R. Justic*

*J. Hallowell/ A. Nugent*



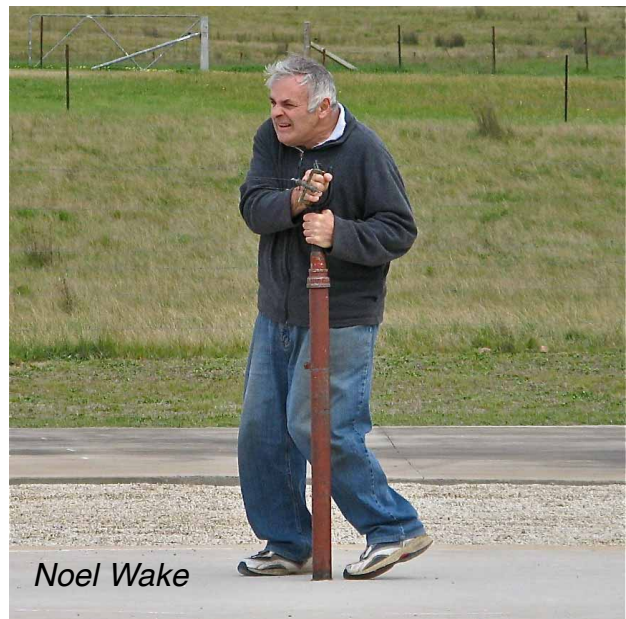
**Classic FAI** was the final racing event and proved to be a For a fest! Again it was Richard Justic and Paul Stein who were fastest in the heats with a blistering 4.18.47 with the big winged Espadon. Andrew Nugent and Mark Ellins were not far behind on 4.26.31 followed by Murray Wilson and Neil Baker on 4.29.60. Unfortunately Rothwell/Sculley again had to withdraw.



John Hallowell's R250 Tiger had an excellent run but could not match the speed of the Foras and recorded a best of 4.36.37. Not surprising when you consider the 21st century technology in a schnuerle ported ABC Fora Junior compared with an original Ollie replica of an engine designed almost 60 years ago! The main problem is range. While you can do 40+ laps at good speed on 15cc of Vintage A fuel, suddenly you have 33% less or only 10cc to get the required 35 laps in Classic FAI. The only way is to choke right down and then the speed goes down as well. There will be a Fora in the Tiger for the next meet and the R250 will be back in what it was designed for and does brilliantly... hauling a Vintage A around at blistering speed! The final was a heart stopper and was eventually won by Justic/Stein in 8.43.31 from Nugent/Ellins on 8.46.53. Murray and Lege soldiered on despite a collapsing undercart, which made the landings resemble something you might see on the Benny Hill show.



Although F2C was not run and Speed flying was mainly confined to practice, the social factor of the weekend was high with all modelers enjoying top meals at some of the local pubs. All in all, considering the chilly wind and low entry numbers, it is safe to say all who attended this Albury meet had a really good time.



### Combined Speed

ENTRANT	CLASS	RD 1	RD 2	RD 3	%	Km/h
1 Andrew Heath	FAI	12.21			99.01	294.84
2 Noel Wake	5	15.48	18.22		88.82	232.56
3 Richard Justic	3	11.18	11.02	11.17	87.93	262.86
4 Noel Wake	1	N/T				
Paul Stein	PERKY	43.86				
Andrew Nugent	PERKY	48.22				

Grass cutting and maintenance of the control line flying site at Albury has been taking place by Twin Cities Club member Darrell Smailes. His time and efforts are greatly appreciated by the control line fraternity.



# **AROUND THE CLUBS**



*This group of Queensland modellers gathered at the Ipswich Club flying field for the Brian Burke (Burkey) fly in during September.*

## **Wights Model Aircraft (.com.au)**

Brisbane Queensland



\$67.50

**Akromaster**

Bellcrank 2in

from \$4.50

**Snap Connectors**



**Flying Handles**

\$22 & Wood \$27

**\$118  
Limited Time**

Regular Price \$118

**ABC 2BB**



**Irvine MkIV  
.40 CL**

**Australia's only on line supplier**

**of Control Line Flying Accessories**



**Bellcrank 3in**



\$94

**ABC 2BB**

**ASP S15A CL**



\$39

**Deweybird**



from \$4.50

**Line Connectors**



\$92

**Twister**



**Flying Lines**

\$18 - \$24 - \$27



\$55

**Buster**



\$95

**Banshee**



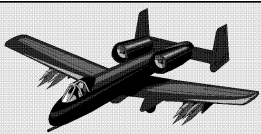
**Glow Clips**

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

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



# CONTEST RESULTS



## F2B AEROBATICS

1	Mark Ellins	810	816	1626
2	Peter Koch	770	768	1538
3	Paul Stein	673	749	1422
4	Murray Wilson	253	417	670
5	Gavan Opperman	0	0	0



*Peter Koch and Mark Ellins discuss F2B.*

## CLAMF Competition October 14th 2012

The scheduled F2B Stunt and Vintage Combat competitions were held under blue skies with mild temperatures and light winds. This was in stark contrast to the previous weekend weather conditions with temperatures not much above 10 degrees celsius. A total of 4 F2B Stunt competitors flew 2 rounds each of the FAI F2B Stunt pattern during the morning with Mark Ellins again taking out top place. The regular 'Michelin' rated CLAMF BBQ lunch followed with some time-out to catch up on the latest news. Vintage Combat commenced mid-afternoon with lots of spills and thrills as the 6 pilots battled it out for supremacy. Graeme Wilson took out first place followed by Harry Bailey and Murray Wilson.



*(French) Chef Fiona cooks lunch.*

## VINTAGE COMBAT

							Model	Engine
1	Graeme Wilson	W	W	B	W	W	Ironmonger	Parra
2	Harry Bailey	W	W	W	L	L	Stockport Warlord	ST G15D/Parra/PAW 19
3	Murray Wilson	W	W	L			Anduril	Parra
4	Adam Kobelt	L	L				Anduril/Ironmonger	Parra
4	Ken Maier	L	L				Anduril	ST G20/15
4	Nigel Robertson	L	L				Various?	Various?







*Mr Speed, also known as Robin Hiern, is caught in the act quickly cleaning up some drops of oil from under his superbly restored mid fifties AJS vintage motor cycle.*

*He was told he would be in big trouble if club members found out who was responsible for soiling the pristine concrete under the clubhouse verandah.*



*Peter Roberts test flew a new carrier model.*



*Murray Wilson and Ken Maier in combat action.*



*Nigel Robertson came well armed for Vintage Combat with this box of seven weapons of assorted designs.*

**Newsletter Editor  
Harry Bailey.  
37 Thompson Street  
Clayton 3168  
Victoria  
[hbbaily@optusnet.com.au](mailto:hbbaily@optusnet.com.au)**



# Queensland, Dalby State Champs



This year the Qld State Champs took place all around QLD throughout the year. With all stunt events held up at Maryborough. Slow Goodyear and mouse was held at the Thunderbird's club at Sandgate. Z Class and Scale was held at Larcs at Logan. Classic B and Vintage A were held at the CIASSI club at Ipswich and Slow Combat, F2D and Simple Rat Race was held out at Dalby. All was a great success. I must say I had the most fun out at Dalby, which had the most competitors and the most competition. They are all new to Control line and have only been fly control line for about 18 months and they are already very competitive. Most members from all different clubs thought a 2.5 hour drive was way too far to go, but to those who did go we all had a great time. Dalby has one of the best facilities in QLD, with their massive clubhouse and great fields to fly on. They used to be just a Radio club, but since the nats in Dalby they cater for Control line to now with 3 very green circles.

Very big thank you to Ross Stokes for helping me run the comp in Dalby and by doing most of the centre marshalling all day in the dreaded heat. Thank you for Peter Bradley driving himself 3 hours there just to watch and help with the scoring and cut judging. All your help was much appreciated. Also thank you to Andrew Liddle and his wife Karen for opening their house up for Ross dad and I, thanks a lot. Thanks to the Dalby club also for cooking burgers for lunch both days and cooking a barbecue for tea Saturday night at the field as well.

On Saturday it got to 40 degrees with a very dry, hot wind. We ran F2D 1st as it would cope better in the wind than 2.5 slow. We ran 2.5 Rat on Sunday morning. At about 3 o'clock Saturday arvo we got a massive storm with dangerous lightning close by so had to wait it out for an hour and then it got very humid for a change.

There is only one down fall for control line in QLD. Very few people will travel away from their home club. It's very hard to hold a competition here when there are very few people who will give any other club much support at all. There are about 3 people from each club that like to travel and race. But hopefully next year we will have more serious comps between Dalby and Ipswich.

## Results for F2D

1st.	T. McDermott	W W W W
2nd.	R. Williams	W L W L
3rd.	R. Smith	W L L
4th.	M. McDermott	L L

## Results for 2.5 Slow Combat

1st	R. Smith	W W W W W
2nd	M. McDermott	W W W W L
3rd	D. Peterson	W L W L
4th	T. McDermott	W W L L
5th	A. Liddle	L W L
6th	R. Stokes	L L
6th	R. Williams	L L

*Slow Combat Competitors: Ross, Trent, Mark, Ray, Rod, Dave, Rod, Andrew.*

*F2D Competitors: Ray, Rod, Mark, Trent, Rod, Dave.*





## Results for 2.5 Rat Race

		HEAT 1	FINAL
1st	R. Williams / D. Peterson	84 laps	194 laps
2nd	R. Stokes / M. McDermott	60 laps	154 laps
3rd	A. Liddle / R. Carroll	69 laps	148 laps



*2.5 cc Rat Race Finalists.  
Mark - Ross, Rod - Dave,  
Andrew - Rob*

This was the first main competition for Rod Williams, Andrew Liddle and Dave Peterson although Dave used to fly Open Rat race a long time ago though and Rod attended the Nats in Perth just gone. Well done to you all.

We made a cap up which says Captain Rat for the winner of rat race and which was won by Rod and Dave. Congratulations. It will be up for grabs again at the next major rat race unless they can do it again. Again thanks to all involved and who helped out to make it a great weekend.

Trent McDermott AUS 55720

## New Models

*Here are some pics of new Perky speed model finished today. The original model had the engine mounted upright. Carl Dodge in America mounted his engine inverted. Seemed like a good idea to me. Andrew Nugent*



*Paul Cameron has built this Classic FAI Team racer. It has a R250 engine.*





# Green and Gold Team Pictures from the Control Line World Championships in Bulgaria.



*Australian Team and supporters.*



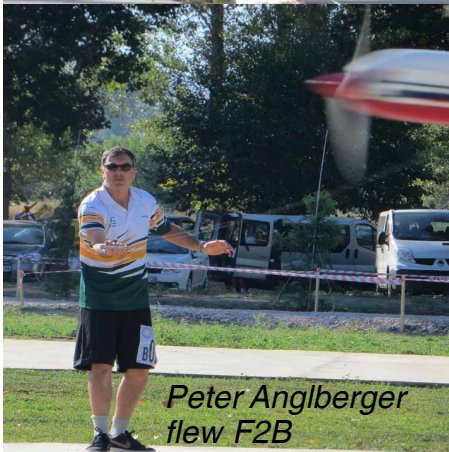
*F2A:- R. Justic, A. Kerr, M. Wilson.*



*F2A*



*Spectating*



*Peter Anglberger flew F2B*



*Russell Bond flew an electric motor F2B model.*



*F2C Final Teams*

*F2C Teams*

*Walton/Letchford*



*Poschkens/Wilson*

*Fitzgerald/ Ellins*

*Potter/Potter*

*The F2D Combat Team:-*

*Bellis x 2, Linwood x 2, Comiskey x 2.*





# For Sale

Castor Oil. First pressing/degummed. \$45 for 5 litres including container.

Postage based on 6 kg package sent using regular mail to your postcode from 3018

Taipan Propellers

7x4 White flexible nylon \$2.50 each

Limited numbers left of

7x4 & 7x6 Black/glass filled nylon \$2.75 each

8x4 White flexible nylon &

Black/glass filled nylon \$2.75 each

8x6 - White flexible nylon SOLD OUT

I also have some black 9x4 & 9x6 Taipan

Glass reinforced propellers.

Price \$2.95 each plus postage.

Small prop orders under 8 units can be sent using letter post @ \$2 P&P Australia wide

Large orders will be sent using regular parcel post.

Overseas buyers welcome. please email for a postage quote.

[combtkid@hotmail.com](mailto:combtkid@hotmail.com)

Bank deposit (EFT), Australia Post money orders, Cash & PayPal (+3..5% fee) payments accepted.

U.S. Hard rock maple bearer wood, precision cut and machine sanded.

Cost \$4 each plus postage

All lengths 12"

Sizes: 3/8"x3/8"

3/8"x1/2"

1/2"x1/2"

Also, I now have a stock of 3/16" sq and 1/4"sq rock maple spars.

All spars are precision sanded with 150 grit.

\$4 each plus postage.

I also have competition grade balsa for sale, if you are interested, I can email a price list to you.

email: [ah Heath14@australia.edu](mailto:ah Heath14@australia.edu)

Novarossi Toro Nero 21T nib	\$250
Novarossi Top 21T21R nib	\$125
Taipan Tyro nib	\$175
Taipan Gold head with muff nib	\$160
MP Jet .6 cc Diesel nib	\$70
Taipan ser 10/68 M.R.S used v/good	\$175

Email for details and postage, post only to Australia

Wayne Wilson [whyzedman@hotmail.com](mailto:whyzedman@hotmail.com)

## ANDREW'S PANS.

The new 21 size speed pans are back in stock . I also have in stock plenty of T/R pans and a few 2cc speed pans. All \$25 in the raw state.

I am still doing some machining work. Examples of work will be prop nuts and shaft ext, carbies for most engines, and vintage T/R type tank and bottle valves. I am currently working on the Classic FAI T/R web site that was developed by Lance. This may take some time.

Available now the following full size plans: Turtle, Sapavolov, Timepiece, Picus, Dimple Dumpling, Past, Arrow

I have 1 Fora Jnr. (\$100).

I have a few spare Fora Jnr P/L (\$50).

I would just like to add I am not acting as an agent for "Fora Engines". I am simply buying in bulk to keep the costs down. If you have any issues with these engines please contact Andrey directly,

Thanks,

Andrew Nugent.

[andrew.n5@bigpond.com](mailto:andrew.n5@bigpond.com)

PH 9551 1884.

Nova Rossi 21 and five new glow plugs.

Brand new in box. \$405

Contact Peter Morandini

Tel :- 07 3341 2240

To **South East Queensland Control Line Pilots**, I have the following for sale local pick up only :-

5 RTF near new F2D models with working shut-offs -

\$200 for 5 or \$45 each;

1 RTF (tank included) 2.5 slow combat model (for OS15) with spare wing (for repair at home after competition) -

\$120;

1 RTF (tank included) 2.5 slow combat model (for OS15) with carbon strengthened foam wing - \$80;

1 Old 2.5 balsa model giveaway with either of above;

4 RTF 1/2A combat models with tanks (2 x Dementiev + 2 x Viko) - \$35.00 each.

Contact Mark Dillon at Email :- [flyerdillon@hotmail.com](mailto:flyerdillon@hotmail.com)

Mob. 0417618439

1 x Super Tiger .34 Gillott Tuned NEW \$195

1 x Tom Ridley MK3 OLIVER near new \$260

1 x FOX .15 COMBAT SPECIAL new piton and liner (limited edition) \$120

Contact Mark McDermott

Tel (07)32889263

AUSTRALIAN CONTROL LINE NEWS

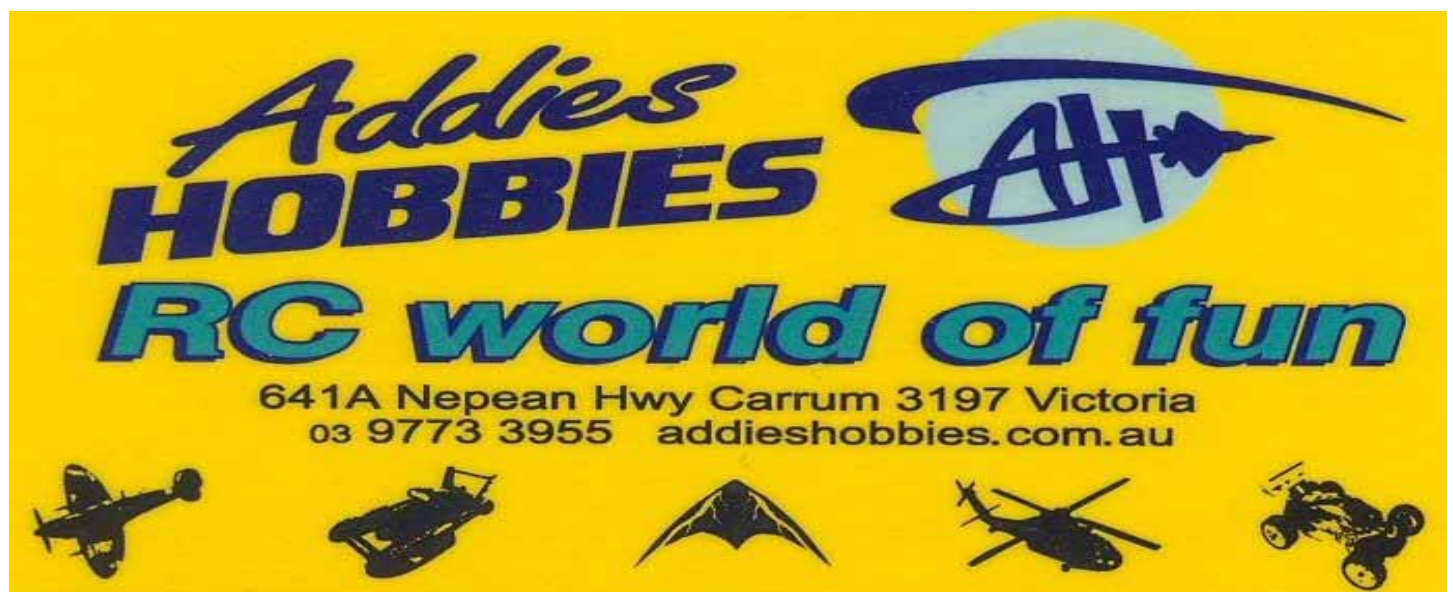
If undeliverable return to:-

G. WILSON

P. O. BOX 298

SEAFORD VIC 3198

**SURFACE  
MAIL**



**Addies**  
**HOBBIES**

**RC world of fun**

641A Nepean Hwy Carrum 3197 Victoria  
03 9773 3955 addieshobbies.com.au

The logo features the text 'Addies HOBBIES' in a stylized blue font, with 'RC world of fun' in a green font below it. To the right is a blue circular emblem containing a white stylized 'A' and a black arrow pointing right. Below the text are five black silhouettes of RC models: a biplane, a car, a winged figure, a helicopter, and a truck.

Printed by Minuteman Press  
3/14-16 Hartnett Drive  
Seaford, VIC 3198  
Phone: 03 9773 5586