



THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 221

Produced by the Victorian Control Line Advisory Committee



July 2017

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PRODUCTION SPECIFICATIONS

**Pease send any submissions for publication by CD/
memory storage device or use Email.**

Contest results should be tab delimited, i.e. use a single tab between each column of results, if submitted by disk or email. This makes formatting much easier on the editor.



COMING EVENTS



VICTORIAN CONTROL LINE CONTEST CALENDAR 2017

DATE	EVENT	CLUB
Jul 9	Speed including "Perky" , Classic Stunt, Also:- re-scheduled Vic State Champs. Vintage A & Classic B	CLAMF
Jul 30	Warbirds and AGM.	KMAC
Aug 13	Carrier, 27 Goodyear, Goodyear .	CLAMF
Sep 10	Combined Speed , Vintage Combat,	CLAMF
Oct 8	Corflute Combat, F2B & Classic Stunt.	CLAMF
Nov 12	Speed , Warbird Stunt, Vintage Combat	CLAMF
Dec 10	Vintage A, Classic B, Classic FAI .	CLAMF

Events will be flown in order of printing. Events in **Bold type** will be flown over hard surface.

CLAMF Frankston Flying Field, Old Wells Rd, Seaford (Melway 97J10), GPS -38.086777,145.148009
10.00am start
Contact :- Secretary, H. Bailey (03) 5941 5978
Email :- clamf@ozemail.com.au
Web site :- <http://clamf.aerosports.net.au/>

KMAC Stud Rd. Knoxfield
(opposite Caribbean Gardens) (Melway 72 K9) 10.00am start
Contact Reeve Marsh 0405 001 008 or
Mark Gordon 0490363973
Email:- knoxmacvic@gmail.com
Web site :- <https://sites.google.com/site/knoxmacv/home>

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

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COMING EVENTS



C.L.A.S. CONTEST CALENDAR 2017

DATE	EVENT	CLUB
Jul 2	AGM	KMFC
Jul 9	Combined Speed.	SSME
Jul 23	F2B Aerobatics.	Doonside
Jul 30	F2B Aerobatics	KMFC
Aug 13	Classic Stunt.	SAT
Aug 13	Diesel Goodyear, Diesel Speed and other racing events. TBA.	KMFC
Aug 25-27	Cowra Oily Hand Weekend.	Cowra
Sep 10	Nostalgia T/R Fly-in.	KMFC
Sep 16-17	Rocky Rally	
Sep 16	Qld. State Championships. F2D. MAAQ Venue TBA Note: Date for F2B is undecided at this stage. ***	
Sep 24	F2B Aerobatics.	SSME
Sep 30-Oct 2	NSW C/L State Championships F2B and Vintage and Classic Stunt. C.L.A.S. Doonside. (Whalan) ***	
Sep 30-Oct 2	CLAS NSW C/L National Championships. Speed, Racing and Combat. C.L.A.S. Twin Cities. Albury ***	
Oct 7	Ringmaster Event.	KMFC
Oct 8	Gordon Burford Day.	KMFC
Oct 15	F2B Aerobatics.	SAT
Oct 29	Classic Stunt	Doonside
Nov 19	Classic Stunt flying F2B pattern.	NACA.
Nov 19	Vintage T/R and Diesel Goodyear.	KMFC
Nov 26	Christmas Party and Fun Fly.	KMFC.
Dec 3	F2B Aerobatics.	Doonside

*** = World Champs Qualifying events.

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

SAT- (Sydney Aeromodelling Team) - "Duck Pond", Ashford Road, Milperra.

SSME - (Sydney Society of Model Engineers) - Model Park, Luddenham Road, Luddenham.

DOONSID- Baseball diamond, Whalan Reserve.

Western Australia Contest Calendar

DATE	EVENT	LOCATION
Jul 8th	CLAW 1/2A Combat	WAMASC
Jul 15th	STATE Vintage Stunt	LUMEN CHRISTI
Aug 6th	CLAW Combined Speed	WAMASC
Sep 9th	Charlie Stone Remembrance Day	LUMEN CHRISTI
Sep 23rd	STATE Vintage Combat	LUMEN CHRISTI

Queensland 2017 Contest Calendar.

Date	Event	Club
Jul 16	Qld. Champs Stand Off Scale	
Jul 30	Einbunpin Festival	
Aug 6	Goodyear, 21 Bendix, Classic FAI.	
Aug 20	Battle of Britain Day Combat	
Sep 16	State Champs Combat	Ipswich
Sep 30	27 Goodyear, Classic B, Vintage A.	
Oct 29	27 Goodyear, Classic B, Vintage A.	
Dec 10	Xmas Party	



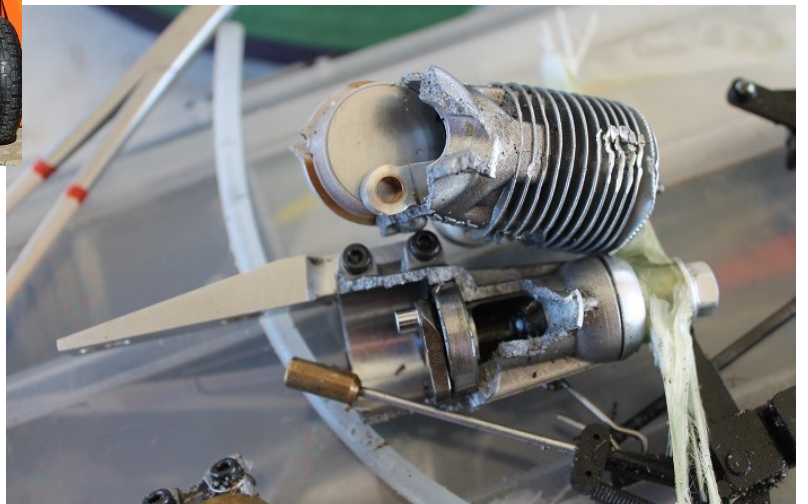
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aamotive.sales.au@gmail.com



Pictures from the recent Western Australia Control Line State Championships.



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

**Harry Bailey.
 3 Bailey Place
 Pakenham 3810
 Victoria
 Email:-**

hbailey@optusnet.com.au

W. A. State Championships. Held on June 3-5 at WAMASC

F2A Results

Pl	Team	Round 1	Round 2	Round 3	Round 4	Fastest	KPH
1.	Murray Wilson	N/T	12.59	N/T	Att / 13.09	12.59	285.94
2.	Ian Thompson	N/T	Att/ 12.87	13.17	13.69	12.87	279.72
3.	Colin Crowley	Att/ 14.48	14.27	14.4	NT	14.27	252.28
4.	Richard Bellis	N/T	N/T	N/T	13.35 too high		(269.66)
5.	Bruce Bellis	N/T	N/T	N/T	N/T		



Colin Crowley



Richard Bellis

F2C Results

Pl	Team	Round 1	Round 2	Round 3	Semi 1	Semi 2	Final
1.	Fitzgerald /Ellins	3.07.64	DQ	DN Fly	3.06.35	DN Fly	6.21.74
2.	Wilson/Poschkens	3.15.48	3.13.12	DN Fly	3.25.55	3.11.66	6.27.89
3.	Leknys/Reichardt	3.16.22	3.22.15	3.34.75	3.15.59	DNF	7.03.05
4.	Liew/Ong	DNF	3.47.95	3.34.45	DNF	3.44.33	
5.	Potter/Harvey	3.20.72	3.18.1	3.22.98	DQ	DNF	
6.	Leknys/Leknys	3.21.11	3.20.21	3.15.19	DNF	DQ	
7.	Sherburn/Walton	3.43.71	3.55.71	DQ			
8.	Letchford/Sherburn	4.32.57	3.56.04	DQ			
9.	Ho/Oh	DQ	4.12.03	DNF			
10.	Hoogenkamp/Morrow	DQ	DNF	DQ			



Pictures from the camera of Neil Baker.



F2D Results

Place

1. Murray Wilson
2. Bruce Bellis
3. Shane Leknys
4. Mark (Yuriy) Poschkens
5. Mick Comiskey
- =6. Trevor Letchford
- =6. Richard Bellis
- =6. Kim Parks



F2F Results

- 1st Ryan Leknys / Colin Leknys
- 2nd Titus Ho / Keith Oh.
- 3rd Mark Ellins / Murray Wilson.

Vintage A Results

- 1st Richard Ong/ Norm Kirton,
- 2nd Keith Oh /Titus Ho
- 3rd Trevor Letchford/ Steve Walton.



N.S.W. State Championships for Racing, Speed and Combat events.

Held in Albury at the Twin Cities Club site

June 10-12.



F2A

Entrant	Round 1	Round 2	Round 3	Round 4	Speed in KPH
M. Wilson	12.28	12.94	12.65	N/T	293.2
I. Gapps	12.68	N/T	13.12	N/T	283.9
A. Heath	12.7	12.95	12.89	-	283.5
R. Justic	-	14.65	12.84	-	281.0
B. Bellis	-	-	-	-	-
R. Bellis	-	-	-	-	-

Round 1 was flown on Saturday under clear blue skies. The final three rounds were flown on Sunday morning after Classic FAI team race had taken place. The weather conditions were misty and not the best conditions for recording fast times. The Bellis brothers failed to record any times and Richard had the misfortune to have his model release from the dolly but then touch the concrete. The propeller blade sheared off but the engine continued to run and the out of balance engine run destroyed the model.



Ian Gapps in the F2A pits.

F2C was a very low key affair with only three teams making it to the starting line. Bailey/Hunting were off the race pace and the model ran in on the take off from the last pit stop. Justic/Lacey took advantage of the mostly two up races and recorded some reasonable times. Wilson/Stein progressively improved their times as the event progressed.

Results

Team	Round 1	Round 2	Round 3
Justic/Lacey	3:12.54	3:13.92	3:16.61
Wilson/Stein	4:29.56	3:50.50	3:22.87
Bailey/Hunting	DQ	DNS	DNS

F2D was an interesting and well run event flown in perfect flying conditions. Bruce and Michael had a fly off for third place and Bruce took the honours when Michael was left with two broken and un-flyable models.

Richards three wins as opposed to Murrays two, meant a fly-off was required to decide first and second place. Murray would have obtained two wins to claim first place. In the first bout it was looking even with two cuts each. Murrays streamer was all gone but Richard still had the knot. After a calm session of sedate flying, Murray went on the attack and clinically removed the knot from Richards model to claim a win. The final bout went in Richards favour so that brought an end to the competition.

Results.

Entrant	R1	R2	R3	R4	R5
1. Richard Bellis	W	W	W	L	W
2. Murray Wilson	L	W	W	W	L
3. Bruce Bellis	W	L	L	W	
4. Michael Comiskey	L	W	L	L	
5. Robert Owen	L	L			



Ron Lacey's model has had a recent colour change from red to green.



Vintage Combat took place on Saturday afternoon but by 4:45pm the sun had disappeared over a hill and darkness was beckoning so the final rounds were held over Sunday morning. Nigel Robertson kept a clean sheet and scored four straight wins to claim the champions title.

Results	R1	R2	R3	R4
1. Nigel Robertson	W	W	W	W
2. Ken Maier	W	L	W	L
3. Harry Bailey	L	W	L	
4. Tony Caselli	L	L		

Half A Combat

Results	R1	R2	R3	R4	R5	R6
1. Bruce Bellis	W	L	W	W	W	W
2. Richard Bellis	W	W	W	W	L	L
3. Tony Caselli	L	W	W	L	W	L
4. Robert Owen	L	W	L	L		
=5. Murray Wilson	Bye	W	L	L		
=5. Harry Bailey	W	L	L			
7. Mark Ellins	L	L				



Ken Maier Nigel Robertson Harry Bailey



A great site and flying conditions for Half A Combat.

Classic FAI T/R

Ron Lacey was the fourth entry for the race but his Parra engine was not performing on the day. Later inspection found that the bottom of the crankcase had a crack along the casting join line. The Stein "Espadon" was off its usual pace and was later found to have a broken engine mounting plate. W/C pitman Mark Ellins missed two catches in the final race and Harry and Ken cruised to a steady first place.

Results

Pl	Team	Rd 1	Final
1.	Bailey/Hunting	4:39.31	9:21.00
2.	Nugent Ellins	4:33.66	9:58.19
3.	Wilson/Stein	4:54.07	10:27.91



H. Bailey/K. Hunting with the winning Klotznorutski/Parra

27 Goodyear

Stein/Justic and Lacey/Wilson posted excellent times in round 1 and elected not to fly in the second round. The Owen brothers and Bailey/Ellins teams both improved their times in Rd 2.

Pl	Team	Rd 1	Rd 2	Final
1.	Bailey/Ellins	5:40.75	5:16.81	10:22.54
2.	Stein/Justic	5:03.56	DNS	10:34.10
3.	Lacey/Wilson	5:04.32	DNS	11:27.31
4.	Owen/Owen	5:41.44	5:21.63	

Classic B Team Race

Only one second difference in the round one times between Wilson/Ellins and Justic/Stein. The Owen brothers and Bailey/Hunting flew a second round to see who would make the final race but the "Galaxie/Irvine" model refused to re-start at the pit stop due to a broken electrical connection and Robert and Michael were able to fly the second tank "one up".



Mark Ellins and Andrew Nugent pit their Classic B model during the final race.

Pl	Team	Rd 1	Rd 2	Final
1.	Wilson/Ellins	2:54.84	DNS	6:38.15
2.	Justic/Stein	2:55.84	DNS	6:43.53
3.	Owen/Owen	3:07.15	3:02.6	7:07.05
4.	Bailey/Hunting	3:04.31	DNF	

Combined Speed.

Murray Wilson put in the last speed flight of the day with his Class 2 mono-line model. The flight looked and sounded quick and that was the way it turned out as a speed of 304KPH broke the current Australian record. During the flight Murrays grin was as wide as the nearby river with the same name. Ron Blomberry had three consistent flights with his fast Class 5 model but missed out by 2.5% of equalling the record. Harry Bailey had fitted the correct diameter lines to his Class 1 model and just pipped the effort of Mark Ellins by 1.5%. Mark will have to use more than 10% nitro next time out.

Results.

Pl	Entrant	Class	R1	R2	R3	Percentage
	Murray Wilson	2	NT	10.75	9.51	104.2%
	Ron Blomberry	5	13.69	13.73	13.85	97.5%
	Harry Bailey	1	NEL	18.52	-	80.5%
	Mark Ellins	1	19.18	18.84	-	79%
	Bruce Bellis	2	13.6	13.26	13.34	74.6%
	Noel Wake	Proto	35.29	33.7	33.25	72.6%
	Ken Hunting	1/2 A Proto	26.42	-	-	
	Harry Bailey	1/2 A Proto	32.93	33.26	-	
	Noel Wake	1	NT	-	-	

Robert Owen releases the ex J. Hallowell Classic B
"Flying Purple People Eater"



Thanks go to the Twin Cities club members who have done a terrific job in improving the control line facilities at their field and for making us feel welcome. It was a great weekend.

Reports by the Editor.

Taking place in Sydney at the Whalen reserve at the same time as the Albury activities were the **NSW Nationals for Aerobatics.**

The weather for the weekend could have been better but all of the events were completed.

Thanks to Paul Turner for providing the results.

F2B (Exp.)

1 st .	M. Howell	1107.13
2 nd .	J. Parisi	1033.35
3 rd .	R. Towell	955.65
4 th .	P. Rowland	952.88
5 th .	P. White	930.18
6 th .	B. Hoffmann	912.07
7 th .	T. Bonello	905.62
8 th .	F. Battam	902.17
9 th .	P. Anglberger	880.85
10 th .	S. Bakac	870.68
11 th .	P. Turner	864.67
12 th .	K. Ewart	848.30

F2B (Adv.)

1 st .	R. Graham	838.13
2 nd .	G. Van Kampen	835.25
3 rd .	D. Keysecker	730.25
4 th .	A. Roadknight	700.13
5 th .	J. Morfitt	700.00
6 th .	S. Thomas	687.50
7 th .	P. Kenny	670.38
8 th .	J. Fry	646.00
9 th .	P. Hasler	637.88
10 th .	W. Williams	603.00
11 th .	M. Spencer	299.38

CLASSIC STUNT

1 st .	T. Bonello	1172.50
2 nd .	M. Howell	1158.50
3 rd .	R. Towell	1146.50
4 th .	B. Eather	1143.50
5 th .	P. White	1097.50
6 th .	F. Battam	1019.50
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10 th .	J. Fry	926.50
11 th .	P. Anglberger	922.50
12 th .	B. Swan	767.50

VINTAGE STUNT

1 st .	P. White	344.75
2 nd .	F. Battam	324.00
3 rd .	P. Turner	314.25
4 th .	D. Keysecker	289.25
5 th .	P. Barclay	283.50
6 th .	P. Anglberger	272.75
7 th .	W. Williams	252.50
8 th .	J. Morfitt	237.50
9 th .	J. Fry	201.25
10 th .	P. Kenny	151.75



Murray Wilson with his record breaking Class 2 model.



Half A Combat collision comes to a tangled rest.



The Alexander Semenchenko F2A handle used by Bruce Bellis.



Bruce does a F2D pull test.



Michael Owen launches F2D model.



Start of a F2A flight.

Pictures by Neil Baker and the Editor.



Morning mist.



Some of the Speed models.



Half A Combat pit area.

Classic FAI T/R News.

I've been asked to hit the key board again to describe some work Mark and I have been doing on the Fora Junior.

Before I go any further I must give credit to Kiwi Rod Brown. Rod has been a leading T/R enthusiast in New Zealand for many years. Rod and I have been corresponding recently. It was Rods prompting that got me to have another look at the Fora engine.

This engine was designed as an inexpensive training combat motor for juniors in the eastern bloc countries. It was Lance Smiths idea to adapt it for Classic T/R here in Australia.

After a few years the slightly more powerful Parra 2.5cc Diesel became available.

The Fora engines were then set aside for what we thought was a better engine.

Meanwhile Rod did some tinkering with the timing on the Fora and suggested that I do the same. So I got out my trusty timing disc

I was surprised how tame the shaft intake timing was. To give some comparison a Standard Nelson T/R engine intake closes at 55

degrees ATDC. The fora was about 30 degrees. Back in the Nelson Days I used to grind out the rotor to close about 65 Degrees ATDC. This combined with a bigger carbie really helped to get these engines moving.

I'm not usually one to take a Dremel to an engine, but it definitely helped in this case. I removed just under a millimetre from the closing side of the crankshaft port, cleaned it, reassembled and remeasured it. It was now closing about 45 degrees

ATDC.

A few days later Mark and I went flying and we found an improvement of about $\frac{3}{4}$ sec for 10 laps. That's a good result, but we didn't stop there. Over the next few days I encouraged a little more metal away from the closing side of the port. We were now up to about 60 degrees. I teamed this with a bigger carbie and we were down to about 22 for 10. This was after a starting point of around 24 for 10.

This is a great improvement in anyone's book. But it did cause us to lose all the extra laps we used to get from this engine.

Also making an inexpensive training engine rev this hard may cause some issues down the track. The engine will also create less

suction so make sure your tank and fuel system is up to scratch.

Now let's take a step back for a moment.

When we started to use the Fora about 5 years ago it didn't seem to respond to a larger carbie. In fact going larger than about 4mm made no difference at all. The limiting factor was of course the intake timing. Increasing the duration and the closing time,



made all the difference. A simple modification for some improved performance.

I know Rod looked at the cylinder timing as well. I measured the exhaust, and at about 150 degrees duration I felt this was high enough. Fiddling any further may make the engine harder to tune. Getting a setting in a couple of tanks is important at most con-tests. It then must remain set.

To add to all this, I have noticed that Andrey of Technohobby has a new version of this engine. I'm not sure of all the details, but it's the shorter stroke version from a couple of years ago, now teamed with an improved crankshaft. Also a new conrod after prob-
lems with the earlier engines and copper coloured anodized head and propnut. A good buy for a low cost engine.

Well, I hope this is of interest to the T/R people amongst us. Thanks again to Rod Brown for his suggestions,

See you at the field,

Andrew Nugent.

2017 MAAA Council Conference.

This year's conference also incorporated the Competition Rules Conference which takes place every four years, and all the competition rule changes proposed this year were accepted.

MAAA Hall of Fame.

Robert Fitzgerald and Mark Ellins for gaining first place and setting a new world F2C record at the Australian World Championships in 2016.

Murray Wilson and Mark Poschkens for gaining second place at the F2C Australian World Cham-
pionship.



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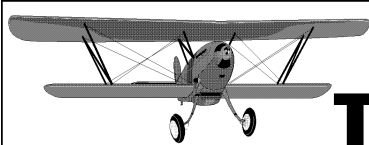
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AROUND THE CLUBS

KMFC Diesel Race Day Sunday 4th June.



Above. Some of the models.

Not a big turnout, but a very enjoyable day of beautiful weather in Sydney. I noticed a few competitors with bandaged fingers, compliments to those snappy little diesels. *Report and pictures from Warren Williams.*



John Nolan prepares his entry.



*Left:-
Phill Poole and Karl Matters
placed 3rd in the final of 27
Goodyear with a time of
11:43.49*

*Right:- Jeff McNair and Bob
Fisher placed second with a
time of 11:33.22*



*John Nolan
and Wally
Bollinger
took first
place with
a time of
10:14.41*



*Chief cook and all round helper,
Richard Fields son Harry, prepares
lunch.*

Rat Invitation and Club Day

25-06-2017



It was a chilly Melbourne morning with a stiff breeze but quite a few souls turned up to do some sports fly-

ing and also take part in some low key Rat Racing.

Some teams were formed from those present that do not normally take part in racing events. Everything that was needed to race was provided by the club, model, fuel, lines and handle and even an electric starter if it was thought

that you needed one. The rules were kept simple. At the starters signal the race began and each team had five minutes to complete as many laps as they could. All models were the same design and the engines were all Enya 2.5 glows. Each race was a two up affair. Pitmen were kept warm as the models tended to want to land at the opposite side of the circle from where they set off.

It was all good fun and at the lunch time interval we were treated to some tasty sausage sandwiches and hot drinks to combat the winter chills.

Rat Race Results	Rd 1	Rd 2	Final
Vallve/ Maier	37 laps	53 laps	24 laps
Keene/Goodge	39 laps	53 laps	10 laps
Hunting/Bailey	20 laps	47 laps	
Marsh/Roberts	DNS	47 laps	



Graham Keene and John Goodge had made the trip up from Gippsland.



Steve Vallve and Graham Keene in action with a relaxed flying style.

These items came from the December 1947 edition of Aeromodeller and were submitted by John Henderson from Morley W. A.

Fig 6 seems like a dumb idea that never caught on.

In conclusion, I'd be most interested to hear from anyone who has succeeded in looping a U-control model. I've looped a rubber-driven model many times, but I must admit that I've never quite had the courage to risk a loop with an engine-powered model! If any reader has looped, I'd like full details—length and type of line used, size and weight of model and power unit fitted.

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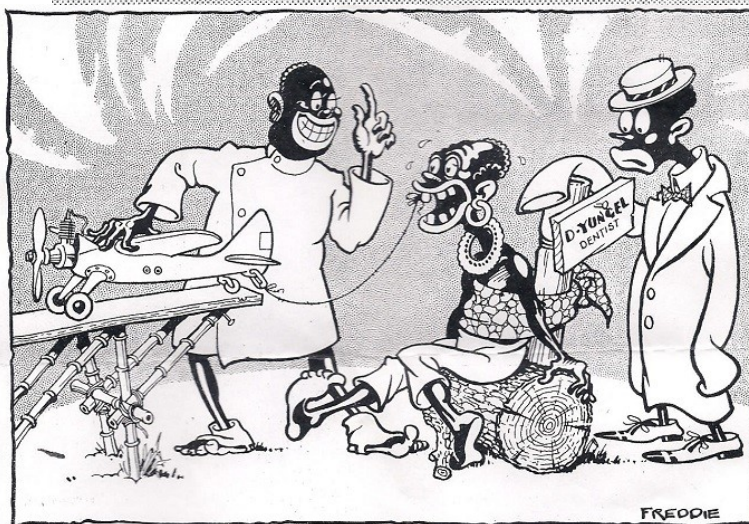
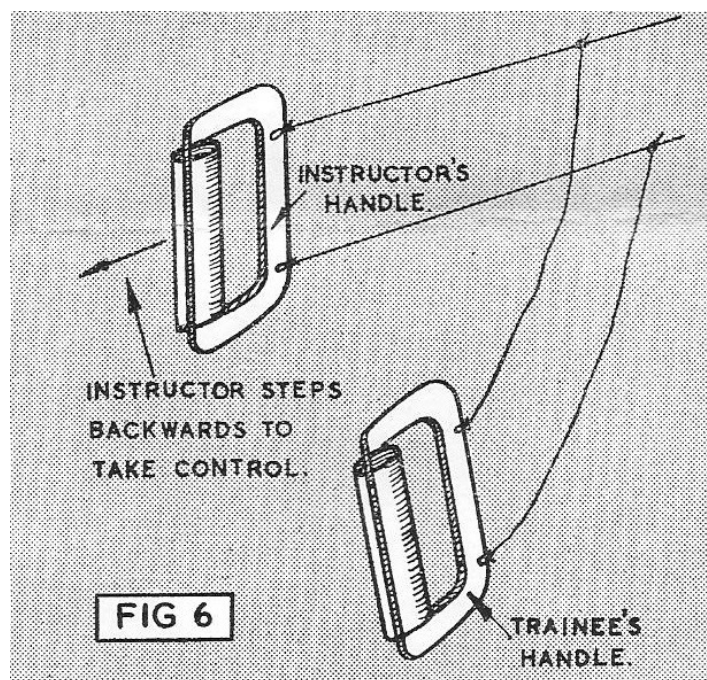
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Rossi 15 MK II ABC ex Jack Finnernan \$250

Irvine Mills 1.3 NIB \$200

OS RX 15 Diesel unrun \$300

Owen GB 5 NIB \$500

Burford Elfin 2.49 in run \$350

Burford Taipan MK 6 Page 106 M.D \$250

ST/G21/29 P/L ABC new \$75

ST/G21/29 P/L Steel new \$75

ST/X40 ABC P/L new \$75

Wayne Wilson

Email whyzedman@hotmail.com

I can now produce wings and tailplanes that are shaped on a Computer Numerically Controlled (CNC) router and can be any planform and shaped with any section although I have my favourites. The finish and accuracy of these products has to be seen to be believed.

They have laminated leading edge and reinforced front panel on the outboard wing for catching.

Internal control grooves and bellcrank assembly are also part of the package. They are ready for glassing as supplied. A shut-off actuator can be supplied as part of bellcrank assembly if required.

I can also supply spruce for leading/trailing edge etc. cut to any section size.

I can be contacted via Facebook or

Mobile 0404205562

Ray Harvey



WANTED:

Plan wanted of Epic classic stunt plane.

14 years ago I gave a large stack of plans to Ken Dowell and I understand the Epic plan was in that stack which were subsequently sold/given away fairly recently when Ken's stuff turned up at the KMAC one weekend. So if you did get the Epic plan, I'd like to hear from you.

Derek Pickard 0419 388 075

businessmedia@hotmail.com.au

Wanted

Owen T 2.5

ST G15 venturi insert

Enya 19X or 21X

Email Wayne Wilson @ whyzedman@hotmail.com

AUSTRALIAN CONTROL LINE NEWS

If undeliverable return to:-

M. Wilson

P.O Box 298

Seaford 3198

Vic

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