

# THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 237

Produced by the Victorian Control Line Advisory Committee



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### PRODUCTION SPECIFICATIONS

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

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



## COMING EVENTS



### VICTORIAN CONTROL LINE

#### CONTEST CALENDAR 2018/19

DATE	EVENT	CLUB
Dec 9	Vintage A, Classic B, <b>Classic FAI.</b>	CLAMF
Dec 16	Club Day and Christmas Party.	KMAC
<b>2019</b>		
Jan 26-27	CLAMF Club Day.	CLAMF
Jan 27	Classic and Vintage Stunt	KMAC
Feb 3	CLAG flying day	Moe
Feb 10	Sport flying day.	CLAMF
Feb 24	Hearns Trophy F2B / Yeoman's Novice Stunt	
		KMAC
Mar 9 - 12	S.A. State Champs.	Monarto
Mar 3	CLAG flying day incorporating Electric Control-line!	Moe
Mar 24	<b>Combined Speed</b> , Combined Stunt	CLAMF
Mar 31	Vic State Champs practice day, general flying welcome.	KMAC
Apr 19 -21	Vic State Champs.	CLAMF/KMAC
Apr 28	KMAC Carnival.	KMAC
Apr24-May1	MAAA 71st Nationals.	West Wyalong
May 5	CLAG flying day.	Moe
May 19	<b>Combined Speed</b> , Coreflute Combat.	CLAMF
May 26	All-Aussie and Vintage Combat.	KMAC
Jun 2	CLAG flying day.	Moe
Jun 16	<b>Classic FAI</b> , Vintage A, ½ A Combat.	
		CLAMF or Albury
Jun 30	Rat Race.	KMAC
Jul 7	CLAG flying day.	Moe
Jul 14	<b>Combined Speed</b> , Classic Stunt.	CLAMF
Jul 28	AGM and Warbirds.	KMAC
Aug 11	Carrier, 27 Goodyear.	CLAMF
Sept 8	<b>Combined Speed</b> , Vintage Combat.	CLAMF
Oct 5-7	NSW State Champs. Racing and Speed	Albury
Oct 20	Corflute Combat, F2B & Classic Stunt.	CLAMF
Nov 10	<b>Combined Speed</b> , Warbird Stunt.	CLAMF
Dec 8	Vintage A, Classic B, <b>Classic FAI.</b>	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](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: President:- Reeve Marsh 0405 001 008 or

Secretary:- Bruce Mackay 0418 380 014.

Email:- [knoxmacvic@gmail.com](mailto:knoxmacvic@gmail.com)

Web site :- <https://sites.google.com/view/knox-model-aircraft-club/home>

**CLAG** has monthly fly-ins at the Moe Race Track every first Sunday of the month.

Contact :- Treasurer. Alan Frost

Email:- [afrost2@skymesh.com.au](mailto:afrost2@skymesh.com.au)

Phone:- 03 52817350



## COMING EVENTS



### C.L.A.S. CONTEST CALENDAR 2018

DATE	EVENT	CLUB
Dec 2	F2B Aerobatics.	Doonside.
Dec 9	Vintage/Classic fun Fly.	SAT
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.		

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### Send your articles for publication to Newsletter Editor

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

**[hbbaily@optusnet.com.au](mailto:hbbaily@optusnet.com.au)**

# SPEED PYLON FLYING

With the increase in interest in Speed flying over the last few years, I thought a few hints on flying in the pylon would be appropriate.

Before taking off, the dolly should be checked for correct tracking, definitely not running in but very slightly outwards. It should also run freely. It may track correctly but front wheels may have excess tow out or toe in, causing drag.

Next, model should sit in dolly at close to zero incidence, definitely not pointing down at the front, but with just the faintest hint of up incidence. This applies to lift out type dollies, not mouse trap, they need a fair bit of up incidence to lift model and dolly.

The handle should have good solid connections that cannot catch etc., and a good safety strap which should be attached at the top of the handle, so that there is no chance of catching it in the pylon yoke.

Line spacing need only be about 30mm for most models which should give enough movement without being too sensitive.

Set the pylon yoke (2 line) at a height that allows you to run around the pylon without crouching or stretching your legs, normally this is with the top of the yoke about level with your shoulders. Experiment with the height so you are comfortable, and check it before each flight as someone may have altered it for themselves.

Before taking off make sure lines are OK and lines have been pull tested. Check that lines are clean and without twists, and are one behind the other.

When model is released, lead the model around as speed builds up and with level elevator, then when you think it is fast enough to fly give gentle up as you lift the model out of the dolly. Don't lead the model too hard as this can cause grabbing of the dolly and slowing on the ground.

Most people wrap insulation tape around the inside wheel to allow the wheel to slip.

Once the model is out of the dolly, keep the tension up and give a gentle whip in case the motor sags. Don't just get out of the dolly then relax and stop leading it, you are in charge of the model.

Now with your left hand stretched out looking for the pylon before the speed builds up, using spiral motion, quickly work your way into the pylon. You must always have the pylon on your left hand side.

Do not try to fly with one leg either side of the pylon with the model out straight ahead, it may be OK when model is slow, but as models get faster you cannot run sideways fast enough.

Grab the bottom of the yoke in the left hand, this locates it correctly to put your wrist or FAI crossbar into it, then whip the model up to speed if it needs it, but don't overdo it especially on a suction sidewinder as this can angle the wing tip forward and change the relative position of the tank to the carby, and could make it too rich. It depends a bit on your set up. However you should always lead the model before engaging yoke.

Now comes the important part, correct positioning of body and feet. The pole should always be as close to the left hand side of your body, the left hand holding the yoke and the model should be about 45 degrees to the left of straight ahead, i.e. you should be looking to your left.

Still gently leading the handle, position it above the yoke then drop it down into the yoke when ready. The secret is to walk in as small a circle as possible, as a larger walking circle means the faster your legs have to run.

Keep your left leg as close to the pylon as possible and swing your right leg around in as big a step as is comfortable.

Do not let the handle get behind the model as this loads the motor.

When timing is finished pull the handle up to clear the yoke from snagging the lines, and lead the model to help the motor as you gain a bit of height to operate the cut out if fitted. If not, keep handle high to avoid snagging lines until motor cuts out.

Do not hold model back when coming out of the pylon, letting the model get in front of you, as the extra load will blow a plug on an FAI model if you are on the limit of pitch and settings.

Once motor has stopped lead model while on glide to land at a safe speed to prevent stalling and hard landing, also land it when and where you want it. Don't get the handle too low or you may snag lines on long grass.

The best way to practice is to get an old sports model on short lines to get rotation speed up and then shorten them further as you get better.

Do not try to do too much all at once as you can get too tired. Altogether not difficult, just practice and attention to detail, the secret of all sports success and the enjoyment.

So at the next Nats, I hope to see plenty of competent pylon flyers out there developing their model, as that is what speed is all about. Experimenting as unlike other classes it is all up to you, no judges, no other competitors to blame, just 3 watches that don't lie, and you get all the glory.

Fast rotating,  
Robin Hiern.

*(This is a re-print of an original article from the Victorian Control Line News, November 1993.)*



# Speed at SSME on Nov 4th



Good attendance, perfect weather and some excitement. What more could you ask of a Speed Day?

The excitement began with Ron Blombery's monoline Class II (5cc) model. His secret ambition to set a new Class II record was thwarted by a dolly take-off which got too high, leading to the inevitable impact with the ground on the other side of the circle. The damage was minor, but enough to send the model home for repairs.

Next came Ron's Class V (3.5cc) where he is evaluating props and head clearance settings for 10% nitro. Due to the recent rain, the grass (weeds!) has grown back in clumps, resulting in a very bumpy take-off path. This led to the first of several interesting take-offs, where the model leapt vertically out of the dolly after running only a few metres on the ground. Fortunately, Andrew Heath's pilot skills brought things under control each time it happened. The conclusion of these experimental flights: nothing that was tested makes a significant improvement in performance! Back to bench testing.

Andy Kerr added further excitement with his F2A model, which after several rich flights piped up and came perilously close to mowing the grass.

Julian Reichardt came along to hold a master class on the development of his superbly crafted single blade F2C props.

The real excitement, however, was to come from Richard Justic's new asymmetric monoline Class II model. Powered by an AC 29 made by Cyclon, it clocked a time of 9.7 seconds (299kph) and has the potential go faster, as there was one slow lap during the timed flight. With fine tuning it should easily exceed the former high nitro record.

Andy's barbecue skills then took over, and all departed well satisfied with the day.

Ron Blomberry



### F2D QLD State Champs results.

1st Robert Owen

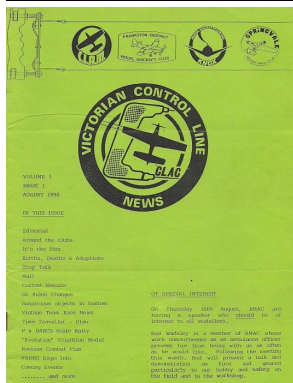
2nd Michael Comiskey

3rd Bob Phippen

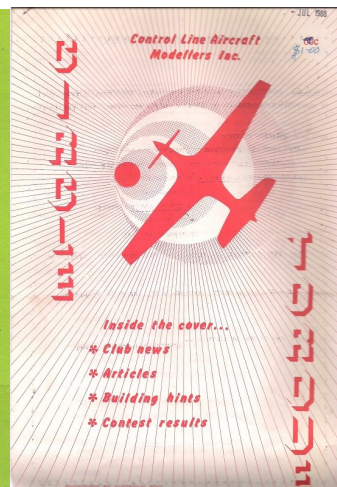
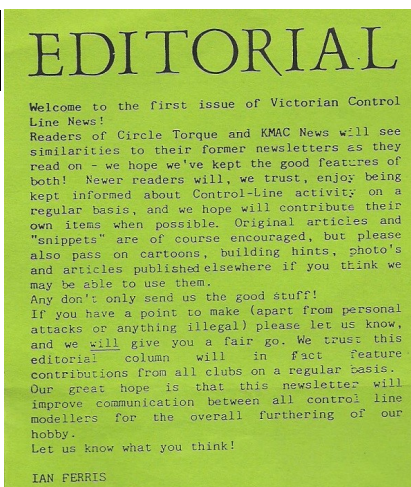
4th Trent McDermott



The suggestion by Robin Hiern of printing an article about flying Speed using a pylon that was in an old newsletter prompted me to dig out my newsletters that have been archived since my return to modelling after I arrived in Australia. Here is a brief history of how ACLN evolved.



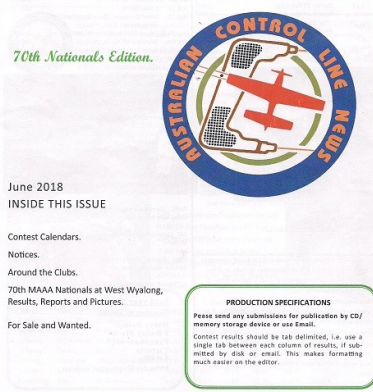
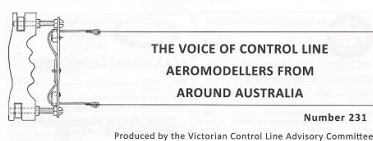
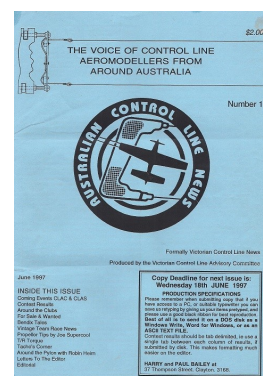
Control Line Aircraft Modellers Inc. used to produce a club newsletter called "Circle Torque" and the earliest copy that I possess is from July 1988. At that time it was in its fifteenth year of publication. The Knox club in Melbourne also produced its own newsletter and in 1990 a decision was made to produce a combined publication from



both clubs. The new publication was to be called "Victorian Control Line News" and Volume 1, Issue 1 came out in August 1990. Ian Ferris took on the Editors job and the newsletter copies were printed at Ian's printing firm (Dandenong Printing). Ian's comments in the Editorial of that first edition are still valid to this day.

In December 1996 the editor was Keith Baddock. Due to work commitments he needed to go overseas so a new editor was urgently required. I was in possession of a computer that had been purchased for my children's school work but at that stage I was computer illiterate. Non the less, it was considered that the possession of a computer was enough qualification for the job and so my long association as editor of the newsletter began. My youngest son Paul helped me over the steep computer learning curve.

In 1997 a decision was made to appeal to a wider subscriber base and the Newsletter had a name change to the current "Australian Control Line News". Issue number 1 came out in June of that year. At that time copies were printed in greyscale and were only available in the printed format. The editor would print out the pages of the newsletter and take them to the printer who would then copy the publication and produce the newsletter ready for folding and posting in the mail. Graeme Wilson did the folding and posting job (with the assistance of his family) for as long as I can remember and Murray Wilson continues to do the job.



By Issue 26 progress was made in that a .PDF copy was made by the Editor which was sent to the printers for printing and this avoided the monthly delivery of a paper copy. More colour pictures were being used and by July 2009 Issue 134 the front cover was coloured for the first time and not long after that, in addition to the printed version, the publication was offered to subscribers as a .PDF that was distributed by email. Back issues became available on some web sites that have since closed down.

The printed copies, that are still available, continue to be produced in greyscale as the cost of colour production is a much more expensive option but a full colour Special Souvenir Edition was printed after the World Championships in Perth and a one off printed colour "Nationals" edition was generated after the West Wyalong Nationals this year.

Back Issues of ACLN starting from Issue 26 September 1999 are available for viewing on the CLAMF Aerosports website [http://clamf.aerosports.net.au/?page\\_id=958](http://clamf.aerosports.net.au/?page_id=958)

The latest editions are not placed on the internet until one month after the date of issue.

**On the 22nd anniversary of becoming the Editor and on behalf of the Control Line Advisory Committee (CLAC) we wish you all a safe Christmas and New Year. Next Issue is in February 2019.**

**Please keep submitting your articles for without them this newsletter will fail to exist.**

**Harry Bailey (Editor)**

# Combined Speed 11th November 2018 at CLAMF

## Frankston.



A good entry for our last speed comp for the year which was held under ideal conditions. We managed to get 5 entries in Class 1 [2cc], this class has picked up since the 10 % nitro rule was introduced.

Andrew has his going better now due to an engine rebuild, just a bit short on laps, but since fixed due to a room added to the tank.



Mark Ellins flew his rebuilt OS CZ11 PS with a new P&L, the old one only lasted 22 years!!!! It was first used in my Class 1 for the Nationals in England, and later in his Mini Good-year.

He has been flying on different fuel and lines to get Pylon practice for his entry into FAI class, but as he has now graduated, proven by his flying in FAI and doing good times, so it has been suggested that his time not count, BUT his name appears in results as he flew, I believe if you fly your name should appear somewhere.

Murray flew his Profi FAI but only got one flight as others flamed out for some reason after about 7 laps.



*Mark Ellins prepares to make an official F2A flight.*



*Moki 12S powered F2A.*

I flew in FAI using my MOKI 12 S piped speed model in the old Irvine model. Engine is 1980's vintage, like the Hungarian team used.

Ken tried his Novarossi 12 model but props are too big and engine still too tight, so put one of mine on (which is too small, but should get a flight), however model problems occurred. He managed some good ½ A Proto flights as did Harry, who also

flew his Class 1 in the OS!! Class as well as his Proto model with rebuilt NR .21, P&L was getting a little tired after nearly 25+ years winning Class 2 T/R many times as well as Open Rat and Proto, not bad for a \$170 motor.

We were going to fly Perky but only Andrew and I had models and you need 3 so you can get an average, and closest to average wins, not fastest time, however bragging rights go to FTD.

He then flew it in a Perky worldwide postal comp, managed to set some good times, event finished on Thursday 15<sup>th</sup>.

I believe that the winner from USA was using a Novarossi 15 and f/g prop, I don't think this is exactly what Perky should be??

Perkys are nose heavy anyway, but fly superbly. With a Novarossi the C/G must be around the prop driver area,

Andrew Nugent uses a Parra 15D which was retired from his Classic FAI TR, he converted it to glow and goes very fast, my Fora glow is heaps slower.

This model has also suffered from marginal laps so it has a room extension on the tank now.

Keith Baddock flew his Aeroflyte "Fury" Vintage A T/R as well for fun videoing it as he flew in pylon.

It is powered by a Frog 250 diesel 1950, I remember flying this in Vintage T/R at Moorabbin in the 1980's for him, and we thought this was what VT/R was all about. [wrong!!]

Once again he turned up and flew so we put him down as an entry to encourage entrants.

Thanks again to our Chief Timekeeper Ron Savage and helpers as well as Fiona Wilson and Andrew Nugent for the hamburgers with "the lot" for lunch.

Warbird Stunt was also flown along with Vintage [carnage] Combat, we also had a contestant from S.A in Greg "Taipan" Nelson. It was good to see all events listed on the Calendar for the day flown.



*Kens NovaRossi Class 1.*



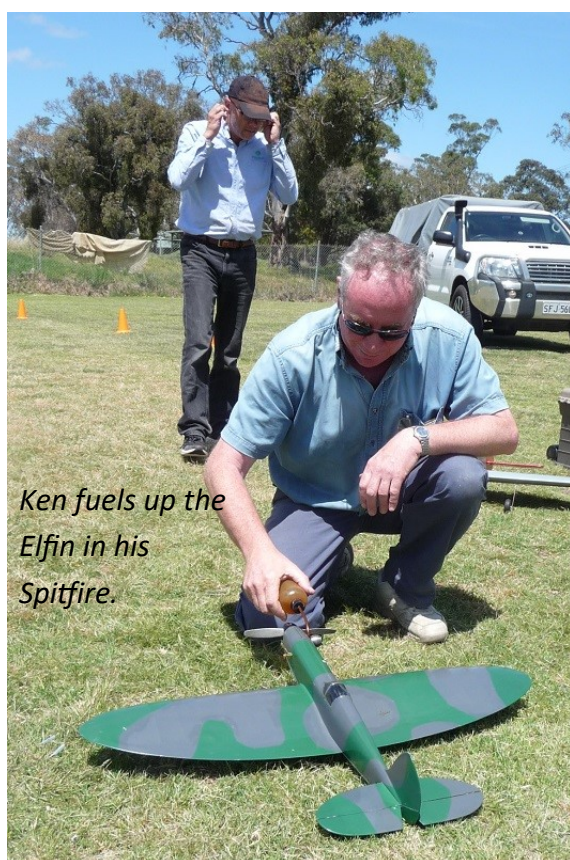
*Andrew with his "Perky"*

Report by Robin Hiern.

### Combined Speed results.

Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	R. Hiern	Class 1	Novarossi .12	16.23	16.64	16.83	16.23	221.81	98.71%
2	M. Wilson	FAI	Profi	N.E.L	12.56	N.E.L	12.56	286.62	96.26%
3	K. Hunting	1/2 A Proto	CS .09	27.51	27.55		27.51	130.86	93.71%
4	M. Ellins	FAI	Profi	13.08	13.06		13.06	275.65	92.57%
5	A. Nugent	Class 1	Novarossi .12	NT	17.52		17.52	205.48	91.44%
6	H. Bailey	Proto	Novarossi 21	33.87	33.85	32.57	32.57	177.88	87.53%
7	H. Bailey	Class 1	OS CZ11 PS	18.84			18.84	191.08	85.03%
8	H. Bailey	1/2 A Proto	OS 10	32.71	32.63	34.12	32.63	110.33	79.01%
9	R. Hiern	FAI	Moki S12 S	16.29	15.37		15.37	234.22	78.66%
10	K. Hunting	Class 1	Novarossi .12	N.E.L	N.E.L				0.00%
11	M. Ellins ###	Class 1	OS CZ11 PS	16.70	17.08	16.70		215.57	95.93%
	A. Nugent	PERKY	Parra 15 G	N.E.L	N.E.L	35.28	35.28	164.22	164.22 kph
	K. Baddock	Vintage A	Frog 2.50 D	35.50	32.41	32.41	32.41	#N/A	111.07 kph

## Warbirds Classic Stunt.



*Ken fuels up the Elfin in his Spitfire.*

Sandwiched between the speed flying and Vintage Combat, five contestants put their Warbirds models through the Classic Stunt pattern.

Paul Stein was the solitary judge and although he had a model available he elected not to fly. Ken Maier was the only competitor to fly two rounds. He flew a Spitfire powered by an Elfin 2.5 diesel. On his first flight the engine stopped after the clover leaf and he landed inverted. His second flight scored better points but he failed to do the clover leaf. Non the less he improved on his first score by seven



points. Murray Wilson flew his electric powered "Lavochkin" for the day's highest score of 112 points. Mark Ellins had his P40/ST46 working well to take second place. Another ST 46 powered model "Mustang" was flown by Andrew Nugent and his 101 points claimed him third place. Final place went to Harry Bailey flying a well aged Carl Goldberg P40/OS35S. This model is rather heavy and does not posses any flaps and combined with Harry's limited stunt flying skills a resultant 73 points was attained.

### Warbirds Classic Stunt Results.

Pos.	Entrant	Points	Model/Engine
1.	Murray Wilson	112	Lovochkin/Electric
2.	Mark Ellins	105	P40/ST46
3.	Andrew Nugent	101	Mustang/ST46
4.	Ken Maier	97	Spitfire/Elfin 2.5
5.	Harry Bailey	73	P40/OS35S

*Andrew Nugent's "Mustang"*



A late edition to the events for the day was **Vintage Combat**. Eight entrants had a good afternoons flying in very pleasant conditions. Greg Nelson was welcomed from South Australia and he won his three bouts to take the contest first place.

Tony Caselli flew against Greg to decide second place and managed the only cut of the bout but lost on airtime. Mark and Ken had a fly off for third place with Mark being the victor.

**Vintage Combat Results**

Place	Entrant	Rd 1	Rd 2	Rd 3	Rd 4
1.	Greg Nelson	W	W	W	
2.	Tony Caselli	W	L	W	W
=-3	Mark Ellins	W	W	L	W
=3	Ken Maier	L	W	W	L
=5	Murray Wilson	L	W	L	
= 5	Les Spaltman	W	L	L	
=7	Harry Bailey	L	L		
=7	Nathan Baddock	L	L		



Above:- Mechanics Les Spaltman and Murray Wilson do their best to untangle the results of a mid air collision.



Caselli V Nelson in the final bout.

Left:- Keith Baddock with the “Early Bird” that was flown by son Nathan. Unfortunately this Early Bird did not catch the worm or a streamer and Nathan had two straight losses.

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## Classic FAI New Model



Robert and Michael Owen had a newly completed model made by Ray Harvey at the NSW State Champs in Albury. It's a "Turtle" design. The engine is a rear Induction, rear exhaust Nelson with a



Mazniac tank using only the shut-off function.

Michael wrote. "We test flew today, but the controls were too sensitive, so we competed with our other Classic FAI Turtle powered by a Parra. No luck there either as there was some kind of blockage in the fuel system which affected the restarts and the running in the air. At least we completed the distance and put in a time, for only the second comp with this plane.

OH well.... cant win em all"

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.

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Copy or artwork for ads should be sent to the editor, cheques to the treasurer (G Wilson P.O. Box 298 Seaford, Vic. 3198) If you want to save a stamp, I can forward on any cheques sent with ads, but please make them payable to "Control Line Advisory Committee"

### News Item.

Recent O.H & S. issue.

Bunnings have directed that all "sausage sizzlers" put the onions on the bottom and the sausage on the top to prevent slipping on fallen onions.

It has been suggested that "in future at all CLAMF barbies that we have square sausages so they don't roll away, and we consider non slip onions so no one can fall".

The suggestion was discussed by the club committee but we can confirm that the traditional "onions on top" will continue to be an available option.



**Speed pans** for sale. 2cc size (\$25) and 21 size. (\$30)  
Also small amount of Nelson type T/R pans. (\$25)  
All pans in the "as cast" state. Not finished.  
Andrew Nugent. [andrew.n5@bigpond.com](mailto:andrew.n5@bigpond.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

MVVS Diesel. As New	\$125
Cipolla 1.5 cc glow x 2	\$65.00 each
Viko F2E RTF models X 6	\$100.00 each
F2D RTF lines	\$12.50
F2D engine mounts with bolts	\$28.50 pair
Line reels 153mm Dia	\$10.00
Thunder Tiger 20 glow. NIB	\$50.00
Enya CX11 (6 runs)	\$150.00
F2D black handles	\$28.50
Bladders F2D	\$5.00
Straight engine mounts F2E & 1/2 A	\$25.00
F2D shut-offs. (Alloy)	\$42.00
Fora tool x1	\$25.00
Taipan propellers	\$4.50 each
Combat Streamers	\$1.80 each
2" Taipan Racing Wheels	\$10.00 each

Postage not included in above pricings.

Contact:- Greg Nelson 0435757710.

As some of you already know I have taken over the manufacturing of CL props for Supercool props.

Email me for any enquiries / orders

F2C , GY, Speed , Free Flight & other props available.

Contact Ian Thompson

[iandthompson@msn.com](mailto:iandthompson@msn.com) mobile 0451085325

Be considerate with phone calls. I am in WA & there is a time difference from Eastern States.

# For Sale



New, .15 size Novarossi piston & liner set. 16.42mm Bore. 3 port.

Cost to me was US \$55.  
Make me an offer.

Harry Bailey. Email:- [hbbaily@optusnet.com.au](mailto:hbbaily@optusnet.com.au)

Mob:- 0418 554 383

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.

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I have for sale a large range of TCA glow plugs.

TCA supply Luca Grossi the current F2A European champion.

There are std type 1/4x32 thread, Nelson style tapered seat with flat coils and the "turbo style" tapered seat.

Italian made TCA Nelson type combat plugs arrived for those that might be interested, \$8 each plus postage.

email: [aheath296@gmail.com](mailto:aheath296@gmail.com)

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Flexible white nylon 7x6 \$2.20 each.

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