



# THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 253

Produced by the Victorian Control Line Advisory Committee



June 2020

## INSIDE THIS ISSUE

Contest Calendars.

Notices.

Around the Clubs.

Covering with SIG Koverall.

Obituary. Frank Coombes.

For Sale and Wanted.

### 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 2020

DATE	EVENT	CLUB
Jun 7	CLAG flying day	Moe
Jun 14	<b>Combined Speed</b> , Classic Stunt.	CLAMF
Jun 28	Rat Race	KMAC
Jul 5	CLAG flying day	Moe
Jul 7-15	<del>The First West Wyalong National Championships.</del>	<del>Poland</del>
Jul 19	<b>Classic FAI</b> , Vintage A, ½ A Combat.	CLAMF
Jul 26	AGM and Warbirds	KMAC
Aug 2	CLAG flying day	Moe
Aug 2	Carrier Deck, 27 Goodyear.	CLAMF
Aug 10-15	<del>C/L World Championships.</del>	<del>Poland</del>
Aug 30	General club day	KMAC
Sep 6	CLAG flying day	Moe
Sep 13	<b>Combined Speed</b> , Vintage Combat.	CLAMF
Sep 27	General club day	KMAC
Oct 3-5	NSW State Championships for racing and speed.	Albury
Oct 4	CLAG flying day	Moe
Oct 5-6	Ringmaster Fly-a-thon	KMAC
Oct 18	Corflute Combat, F2B & Classic Stunt.	CLAMF
Oct 25	Doug's Vintage Stunt Day	KMAC
Nov 1	CLAG flying day	Moe
Nov 8	<b>Combined Speed</b> , Warbird Stunt and Nobler Stunt.	CLAMF
Nov 29	Monty Tyrell Classic Stunt	KMAC
Dec 6	CLAG flying day	Moe
Dec 13	Vintage A, Classic B, <b>Classic FAI</b> .	CLAMF
Dec 20	Club Day and Christmas Party	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), 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:- Steve Vallve 04099 35358

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

## Queensland State Champs 3<sup>rd</sup> - 5<sup>th</sup>

### October 2020

#### Saturday 3<sup>rd</sup> of October

##### Ipswich

9:30 2.5 Simple Rat

11.00 – 27 Goodyear, Brian Burke 500 Lap Final

1:30 2.5 Slow

4pm Open Combat

#### Sunday 4<sup>th</sup> October

##### Ipswich

9.30 Vintage A

11.00 Classic B

1.00 F2D Combat

#### Monday 5<sup>th</sup> October

##### Logan

9:30 Classic Fai

11:00 Open Rat

1pm Open Goodyear

#### Ipswich 14<sup>th</sup> November 2020

21 Bendix, Vintage Combat



#### Club Comps

Clasii 12<sup>th</sup> December, Xmas Breakup. Vintage Combat



## COMING EVENTS



DATE	EVENT	VENUE
Jun 1	State F2A - F2F rounds and Final	CLAW
Jun 6	State Vintage Stunt	LUMEN CHRISTI
Jun 13	Vintage Combat	CLAW
Jun 27	State F2B	LUMEN CHRISTI
Jun 5	Combined Speed	CLAW
Jun 18	Half "A" Combat	CLAW
Aug 8	Novice Stunt	LUMEN CHRISTI
Aug TBA	Indoor Night	LUMEN CHRISTI
Aug 23	Novice Vintage Combat	CLAW
Sep 12	Charlie Stone Remembrance Day	LUMEN CHRISTI
Sep 20	27 Team Race. (bring a team-racer day)	CLAW
Oct 4	Combined Speed	CLAW

### 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)



## C.L.A.S. CONTEST CALENDAR 2020

DATE	EVENT	CLUB
June 6-8	NSW STATE CHAMPIONSHIPS. Aerobatics and Combat	CLAS. @ Whalan Reserve
Date TBA	Frank Bryant Warbirds Day.	MDMAS
Jul 5	KMFC AGM.	KMFC
Jul 7-15	NATIONALS. C/L and Free Flight. Details TBA.	West Wyalong
Jul 19	F2B Aerobatics. Doonside at Whalan Reserve	
Jul 26	F2B Aerobatics.	KMFC
Aug 9	Classic Stunt.	SAT Ashford Reserve, Milperra.
Aug 9	Peacemaker Day.	KMFC
Aug 28-30	Cowra Oily Hand Diesel Weekend.	Cowra
Sep 6	Slow and Vintage Combat.	KMFC
Sep 19-20	Classic B T/R and Fun Flying.	Rocky Rally
Sep 20	F2B Aerobatics.	SSME Luddenham
Sep 27	Gordon Burford Day.	KMFC
Oct 3-5	NSW STATE CHAMPIONSHIPS RACING and SPEED.	Twin Cities Albury
Oct 18	F2B Aerobatics.	SAT Ashford Reserve, Milperra.
Oct 25	Combined Speed and DGY.	SSME at Luddenham
Oct 25	Classic Stunt.	Doonside at Whalan Reserve
Nov 8	DGY, Speed(1.5 & 2.5) Weatherman TR.	KMFC
Nov 29	KMFC Christmas Party and Fun Fly.	KMFC
Dec 6	F2B Aerobatics.	Doonside. Whalan Reserve

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

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

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

DOONSIDE- Baseball diamond, Whalan Reserve.

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.



## Trans Tasman Control Line Competition

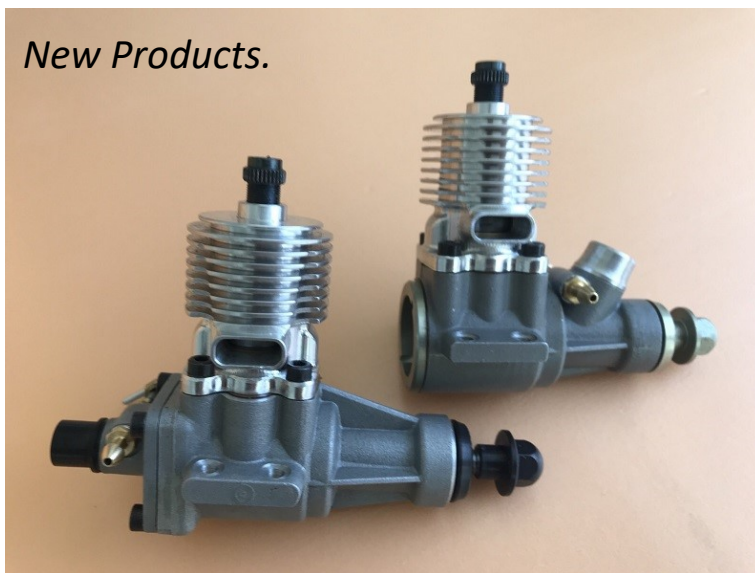
There have been a few messages, from various people in NZ, regarding a possible TT competition next year. Maybe even including Singaporeans. Lots to consider!

At this point of time the thoughts are to have teams for F2A,B,C and D and possibly Classic FAI Team Race. The venue will probably be at the CLAMF flying field in Melbourne.

The suggested date is to be following the 2021 Victorian State Championships at Easter.

Hopefully by that time, the current travel restrictions will no longer be a problem.

## New Products.



New 2.5cc KMD engines are available by order from Andrey Shkatov at "F2DSERVICE+"  
<https://f2abcd-store.ru/>

The new version of KMD is much better than the previous one.

Available in AAC and ABC for under US\$150

These engines could be used for sports flying, 27 Diesel Good-year or Classic FAI team race. Subject to approval they might also be used in Vintage combat.

# Covering a Wing using SIG Koverall.

In last month's edition of this newsletter, Ken Maier gave us some insights as to how he went about the job of covering the open bays of a Vintage stunt model wing.

My personal task of building a vintage stunt "Demon" model during the imposed stay at home regulations had got me as far as the wing covering stage so I set about obtaining the materials for the job in hand. I was about to attempt something I had not tackled before and along the way I learned quite a bit of knowledge that is probably known by many of our readers already, but for me, even after all my years of modelling I was about to learn some basic things. Ken had mentioned his use of polyester tissue and my internet research informed me of a polyester covering made by SIG called "Koverall". That sounded like what I needed so the next thing to do was have a read on how to use it and where to obtain it. As I would also be needing some dope and neither the covering or dope was available locally at any of the remaining model shops in my locality I needed to do some more internet searching so I could make a purchase.

## Product information.

### Koverall.

A light weight polyester based fabric that shrinks tight with heat. It has high strength and is easy to apply. Accepts all common model paints like dope, enamel or epoxy and weighs 1.25 oz. per sq yd.

Koverall is a cloth covering of the type used on full-scale aircraft, but in a lighter weight (1-1/4 oz. per sq. yd.) for models. Its superior strength and low price has made Koverall a real favourite with builders. It's the most economical cloth covering you can buy!

SIG Koverall is an uncoated, heat shrinkable plain fabric. It has no glue on it. To adhere Koverall to a model, you can either dope it on ala the traditional silk-and-dope method, or better yet, use SIG Stix-It heat activated covering adhesive. Just brush a coat of Stix-It on the model framework, let it dry, then iron-on the Koverall just like you would a much more expensive iron-on fabric covering. Once the Koverall is stuck down around the edges, it can be shrunk perfectly tight with an iron or heat gun. Seal the Koverall with 1 - 2 coats of Sig Nitrate Clear Dope and then apply the finish of your choice.

### Dope.

There are two types of dope available, Nitrate and Butrayte.

**Nitrate clear dope** is primarily intended to prepare model surfaces for a painted finish. Nitrate acts as a sealer for bare wood and uncoated covering materials, and its application establishes a well bonded base for most commonly used model paints. Fast drying. High gloss. Often preferred over butyrate dope in many modelling applications because of its unique chemical characteristics.

Check these advantages:

Better adhesion to most structures and coverings than butyrate dope.

Controlled shrinkage - Nitrate dope shrinks only a moderate amount compared to butyrate.

Helps eliminate warps and dope "blisters" at sharp 90 degree corners.

Higher solid content than butyrate dope for faster filling.

Compatible with most model paints - Nitrate dope is often used to seal the bare model surfaces and provides a good base for finishing with butyrate dope, enamel, or epoxy paints.

Ideal for use alone on light free-flight rubber models where fuel proofing is not necessary.

### **Butrayte Dope.**

Cellulose acetate butyrate dope is a paint that was developed many years ago for use on full-scale airplanes. It is a lightweight, fast drying, lacquer-related formulation. Ever since its first introduction, butyrate dope has been a favourite with model airplane builders due to its many unique properties.

Butyrate dope is excellent for finishing any type of wooden model airplane, especially when used in conjunction with an uncoated cloth or paper covering like SIG Koverall, Silk, Silkspan, or Plyspan Tissue. It has the ability to shrink these coverings drum tight and provide a fuel proof finish. Butyrate dope is very flexible, making it the very best paint to use on a model that has open areas in its structure where the covering is unsupported. It will not crack or split from vibration or flexing.

SIG Supercoat Dope is available in brilliant high-gloss colours and clear. The Supercoat clear dope is a high-shrink formulation, intended for initial wood surface preparation and for the coating of covering materials that must be sealed and shrunk prior to applying colour dope. The Supercoat colour dopes are mixed in a special low-shrink base to help minimize warping.

All SIG Supercoat dopes can be brushed or sprayed on with good results.



When choosing which of the two dopes to use, bear in mind that Butrayte dope can be applied over the top of Nitrate.

Butrayte can not be top coated with paint or Nitrate dope. Nitrate dope will accept most paints.

As I was going to use Koverall and it would be heat shrunk I considered that using Butrayte (shrinking) dope might cause some warping problems so I opted to use Nitrate dope.

The Hobby Headquarters in Kirrawee <http://www.hhq.com.au/> stocked all the items I needed so I placed an order with them. Their service and delivery by courier was excellent. I ordered the items and they arrived at my home in Victoria two days later. Some retailers would not ship flammable liquids but mine arrived with all the required hazard documentation and the shipping cost was very reasonable.

I opted not to use the "Stix-It" process as I preferred the option of using the dope as a covering adhesive. When the airframe was assembled, I applied a couple of coats of Nitrate dope to the wood around the perimeter of the wing and then sanded the surface back to a smooth finish. I also gave the tops of the ribs and spars a coating and sanded them also to remove the fuzz as this would likely show through the finished product.

A couple more things were required before commencing. The dope would need thinning so I obtained some Diggers lacquer thinners and I purchased a decent artist brush from the arts section at Spotlight for brushing on the dope. I did read that foam brushes worked well at avoiding getting dope drips forming on the inside of the covering but found that the dope made the foam disintegrate.

### Time to make a smell!

**Dope may have an appealing aroma to some but it is very hazardous. Avoid use near heat or naked flames, avoid prolonged skin contact and only use in a well ventilated area.**

Koverall has a woven structure. SIG suggest that the weave can be applied in any direction. (This is not the polyester tissue that Ken Maier had suggested but I thought it was worth a try).

I cut a piece of material that gave around a 25mm overhang on the wing underside so that I had something to grip. Starting at the wing/fuselage joint I brushed on some dope and rubbed it through the weave to stick it to the balsa underneath, next I tacked the covering to the wing tip, then one wing bay at a time I commenced to adhere the covering to the leading and trailing edge. There is no need to try to get the covering taught at this stage just apply it avoiding any wrinkles. Continue till you arrive at the wing tip and then stick the Koverall to the wing tip edge. I found that the material forms quit well around curved surfaces. Having got this far it is now time to wrap the covering around the airframe and stick it to the upper surfaces and trim off the excess material leaving approximately 6mm of covering contact. Do not dope the covering to the ribs and spars as the material will need to move when heat is applied during the shrinking process. I used my bare fingers to rub in the dope during this first part of the job but decided it might be better if I wore some nitrile gloves for the subsequent work!

Repeat the above process for the top wing surface, again wrapping around the leading and trailing edge and wing tip and trimming off the excess material.



Repeat for the other wing.

Having applied the covering and allowing the dope to dry it's time to heat shrink the covering by your favourite method. The "Demon" wing was very flimsy at the outboard trailing edge so I approached the shrinking process with trepidation as I had no desire to warp the structure. I opted to use my covering iron as its temperature could be thermostatically controlled. At a setting of 150 degrees I found the covering shrank very easily, the wrinkles and folds disappeared with ease.

This was all to good to be true!

When I normally cover my vintage combat models with laminating film I do the shrinking process then check for warps and then by extra heating and twisting I straighten up the wing.

The outboard wing of the "Demon" turned out straight without to much effort but the he inboard one had a

nasty wingtip warp. I set about trying to straighten the warp with more heat and twisting to no avail. Out came the heat gun but that did not make things any better. At this point I noticed some of the ribs were no longer straight along their length and the more shrinking I tried the worse became the compression/deformation. There was no option but to remove the inboard wing covering and start again.



Fortunately, the covering was able to be removed quite easily and within a few minutes I was back to a bare wing. A little bit more sand-



ing and I was ready to start again but this time with the benefit of hindsight. By this time I was becoming quite adept at the applying process.

Starting the shrinking with a lower temperature setting than previously used I started at the wing/fuselage joint and did two panels on the upper surface and followed this by doing two on the lower surface. Back up to the upper surface again and repeat the process until the whole wing was done. Check for warps and apply the covering iron where needed to remove them. Turn the temperature up a little and repeat the process until the Koverall becomes as tight as is required. After using this more careful approach the wing stayed straight and the structure felt quite ridged.

Following the SIG product instructions I gave the covering a couple of coats of thinned nitrate dope to seal the weave in preparation for the painting/fuel-proofing process.

Compared to the use of modern shiny plastic coverings this method takes a little more time to accomplish but I think the end appearance result will be more in line with the looks of models from the vintage era and I enjoyed the experience of doing it.

Article by The Editor

### [VMAA & MAAA Fees for FY 2020 & 2021](#)

### [Early Bird Discount Applies to 31 July 2020](#)

VMAA and MAAA fees have been set for FY 2020 & 2021.

Pay your fees by 31 July 2020 and an Early Bird Discount will apply for both Senior and Junior current Members.

All the detail is on the VMAA website <https://www.vmaa.com.au/index.php?q=vmaa-fee-structure.html>



# Vale Frank Coombes

Norman Francis (Frank)

Coombes passed away suddenly on or around Saturday 27<sup>th</sup> of April 2020, aged 72. Under the current circumstances, further details are not known other than he was admitted to hospital after feeling unwell and died soon afterwards.

Frank grew up in Canberra in a typical academic's household of the time. Together with older brother Jim, he developed an interest in aero modelling, which became a very large part of his life. To the extent that Frank rode his 2-stroke Suzuki "postie bike" all the way to Adelaide, so that he could work at

Gordon Burford and Co. I would not be surprised if that trip came before any job offer from Gordon, but around 1965, Frank became the Company's engine tester. When all engines were test run before despatch - in their thousands. Giving him the perfect training to become mechanic, when he paired up with Ken House for a measure of success in FAI Team Racing competitions.

Much behind the scenes development work then was happening as Gordon drew on the creativity of expert competitors and various field testers of experimental engines. Frank's direct involvement is not known, but it's likely his abiding interest in furthering model engine technology was fostered at that time. Unfortunately, the mental illness that increasingly robbed Frank of his true potential made it impossible to keep a regular job.

I first met Frank at the Woodville Model Aircraft Club around 1974 and he subsequently became teacher and mentor to our group of teenagers keen on control line competition success. A few years later, he turned over most of his rented house in Brompton to a few of the keenest, to set up their own space as a kind of "internship" and an open-house venue for others. This particularly creative and chaotic bunch was called the Clandestine Organisation of Dissident Specialists or C.O.D.S. for short. Frank's expertise in making moulded fibreglass propellers was crucial to Les Bollenhagen starting his Bolly Props enterprise and Frank's engine blueprinting skills were also passed on. Above all, he fostered a spirit of daring to challenge the norm and aiming for something better, that lifted our combined standards enough to tackle international competitions.

As all this goodness was happening, Frank's health and ability to contribute deteriorated and he progressively withdrew from the scene. Periods of depression followed bursts of extraordinary energy and creativity. Each cycle leaving him weakened and more beholden to the mood stabilizing medication that denied so much. It seemed Frank's enquiring mind constantly fought that dulling effect, seeking out new avenues of interest, but he was unable to bring his many projects to fruition.

Despite this, Frank found support in his Church and became involved in various community groups to add meaning to his life. He'd recently returned from the annual family reunion at his sister's house in Tasmania. Loyal friends kept in touch, but Frank became ever more reclusive. I won't remember Frank Coombes that way, but rather as one of the most influential people in my life.



Maris Dislers





Because of the global pandemic COVID-19 the Organizer body decided to postpone the 2020 FAI F2 World Championships for Control

Line Model Aircraft for 2021. New Date of 2021 will be defined asap and after approval by the CIAM Bureau will be published. Thank you for your understanding and patience.

With the relaxation of the W.A. government's regulations clubs in WA have begun to have flying days again.

As TARMAC fly most Saturdays in the grounds of Lumen Christi college we were banned from the facility in February.

This was understandable as the college has a Duty of Care for its students and teachers.

As other clubs restarted their activities, albeit in a controlled manner, we didn't believe that the college would be so inclined to allow us to do so.

However, as Secretary, I felt that I should make an effort to "test the waters" so to speak and I, therefore, wrote to them pleading our case.

It came as a huge surprise and relief to receive a positive reply saying that we were free to recommence flying once more.

I submitted a list of the conditions that I laid out that we would comply with and to which they accepted

Needless to say we jumped to it and had our first renewal flying day on Saturday 9<sup>th</sup> May.

I am attaching some photos of the day.

Good luck with your efforts,

*Norm Hinton*

**News from 2VA**





We had a second very nice day the following weekend at Lumen Christi with good weather, although a little gusty at times.



*Peter White gets ready to start as Colin holds. (that really is 1.5 mtrs apart (honest)).*



*Peter Poole contemplates whether to have a fly or not, he didn't.*



*Harry and Ken test flew a new 27 G/Y model. (Social distancing)*

Flying re-commenced at the Frankston field on Sunday 17th May. A competition was not feasible but lots of all types of models were given an airing on a beautiful sunny autumn day.



*Mark's Yatsenko and Andrew's Mini Yat.*



*Murray Wilson has built and tested a new F2A model that has a Pete Halman Irvine Special engine.*



*Gavan Opperman flew his ex Ken Taylor "K-Factor/ST61"*





## 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 \$35 Aus and other countries \$50Aus.

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

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For the newer readers, we point out that "private" (personal) ads are free to subscribers, and "commercial" ads are \$20 per quarter page, or \$5 for business card size. Commercial Advertisers can receive a free business card size ad for submitting original articles of interest to A.C.L.N. readers.

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"

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- Fuel Items; Fuel Tanks; Glow Plugs; Handles; Kits; Propellers; Rib Sets;  
- Timers & Programmers; Wheels & Landing Gear.

Free Flight - Timers & Programmers.

Cox Engines - Surestart & Bee Engines; Glow Heads; Tanks; Gaskets; Props; Mounts; Parts & Accessories.

# For Sale

I am selling off engines from the estate of the late Ross Boyd, for his widows benefit. Can you please advertise these:

Johnson 35, Stunt Supreme, excellent, in box	\$200.00
Enya 15D, Mk II, very good	\$200.00
Rivers Silver Streak, Mk 2, 2.5 cc, excellent	\$200.00
Rivers Silver Arrow, 3.5 cc, NIB, with decals	\$250.00
Cox Olympic, very good (in tatty box)	\$350.00
E.D. Racer Mk2, very good (spinner anodizing gone)	\$125.00
Webra Mach 1, excellent	\$250.00

Regards Ian Smith

Tel:- 02 4975 2292

**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)

### MACCA'S MACHINING & MILLING SERVICES

Tank Valves

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Venturis and threaded inserts and general machining.

Phone 07 3288 9263

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For Sale.

38µ (micron) Mylar laminating film (heat activated adhesive).

Suitable for C/L combat models, great for F/F models.

Even better with tissue doped over it for a 'vintage look'

This is very close to the 'Oz Cover' that was sold by Saturn Hobbies many years ago.

1m x 5m \$20 + postage at cost.

[feraldoghunter@gmail.com](mailto:feraldoghunter@gmail.com)

Danny Mz mob # 0477224751

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.



### Taipan propellers in the following sizes available:

Flexible white nylon 7x6	\$2.20 each.
Small number of black (Glass Filled)	
7x4 & 7x6 left @	\$2.50 each
9x6 Black GF	\$3.00 each
10x4 Black GF	\$3.50 each
10x6 Black GF	\$3.50 each
+ letter post or parcel post rates depending on size, weight & quantity ordered.	

### Pure, first pressing Castor Oil:

**Note:** New price increase below due to a 20% price increase from my supplier effective 1/12/19

2.5 litre	\$35 +3 kg satchel Auspost price
4.0 litre	\$50 +5 kg satchel Auspost price
4.9 litre	\$60 +5 kg satchel Auspost price

Pick up only 5lt castor oil price is \$60  
Above prices inclusive of new container cost

### Premixed Diesel fuel in new 500 ml & 1 lt steel containers \$22 & \$35 respectively

**I cannot post diesel fuel (i.e. dangerous goods) unless you can arrange with your own courier**

PayPal "gift payments" accepted  
Bank EFT deposits accepted.  
Cash accepted.  
PH Ken 0433 797 058 [combtkid@hotmail.com](mailto:combtkid@hotmail.com)

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.

### TCA Italian glow plugs in Australia.

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: [ahearth296@gmail.com](mailto:ahearth296@gmail.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 GRRT 40 P/L X2 new	\$50 posted
Rossi 15 plugs new	
8x #4	
7x#3	\$30 posted
VA .049 Mk 1	
new in box with instructions	\$100 posted
AME .8 X2	\$100 posted
Profi 049 new.	
Has spare p/l and rod new	\$175 posted
OS 40 LA blue c/l new.	
Has kirncraft n/v assy new in box	\$125 posted
OS 46 LA silver.	
Both r/c and c/l kits new in box	\$125 posted
Take both 40&46 LAs	\$225 posted

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

# WANTED

Super Tigre G20/crank case 1970 must be in good cond.

Super Tigre G15 head, new to finish a Good Year engine.

OS 60 FS open rocker mk 111 engine must be in good cond.

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

Wanted.

OS LA15 complete with muffler and NVA.

Derek Pickard 0419 388 075  
[businessmedia@hotmail.com.au](mailto:businessmedia@hotmail.com.au)

AUSTRALIAN CONTROL LINE NEWS

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