



THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 254

Produced by the Victorian Control Line Advisory Committee



July 2020

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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 2020

DATE	EVENT	CLUB
Jul 5	CLAG flying day	Moe
Jul 19	Classic FAI , 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 30	General club day	KMAC
Sep 6	CLAG flying day	Moe
Sep 13	Combined Speed , 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	Combined Speed , 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, Classic FAI .	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

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

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

Phone:- 03 52817350

Queensland State Champs 3rd -

5th October 2020

Saturday 3rd 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 4th October

Ipswich

9.30 Vintage A

11.00 Classic B

1.00 F2D Combat

Monday 5th October

Logan

9:30 Classic Fai

11:00 Open Rat

1pm Open Goodyear

Ipswich 14th November 2020

21 Bendix, Vintage Combat



Club Comps

Classii 12th December, Xmas Breakup. Vintage Combat



COMING EVENTS



DATE	EVENT	VENUE
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

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COMING EVENTS



C.L.A.S. CONTEST CALENDAR 2020

DATE	EVENT	CLUB
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 Aeromodelling Team) - "Duck Pond", Ashford
Road, Milperra.

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

DOONSIDE- Baseball diamond, Whalan Reserve.

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Send your articles for publication to Newsletter Editor

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3 Bailey Place
Pakenham 3810
Victoria
Email:-

hbbailey@optusnet.com.au

This may be of interest to your ACLN readers.

For those who don't have self-launchers I've come up with a way of allowing two people to launch a model without needing to get too close to each other. I've been using it for a couple of weeks now.

It uses a movable restraint shown below.

The base plate is a piece of 6-7mm ply about 40cm X 40cm. The prongs are a couple of cheap 150x30 mm metal furniture legs that are bolted to the base plate with a piece of pipe insulation covering them, they are about 6cm apart. The silver-coloured weights are heavy doorstops that weigh about 1kg each. Though I only show 2 weights in these photos I'm actually using 3. Optionally, the whole thing can be varnished or painted to stop oil from getting into the wood.



All of the items are available from Bunnings. The door stops and legs are about \$4 a piece. The wood and pipe insulation I just happened to have leftover from other projects. Excluding varnishing, it took about 1 evening to make.

The rope, about 2 metres long, is used to drag the restraint out of the circle after the aircraft is launched. The fence around the weights is to stop them from falling off when the restraint is moved.

Operation

The pilot, usually the person who would start the engine as well, places the model in the restraint whilst the helper stands a safe distance away.

Once the model has been started the pilot can then walk out to the handle pick it up and test the controls. When the launch signal is given the helper simply lifts the model out of the restraint, places it on the ground, and lets it go.



Once the aircraft has launched a helper can drag the restraint off of the circle from a safe distance outside of the circle using the rope.



Regards, Tony Cavanna.

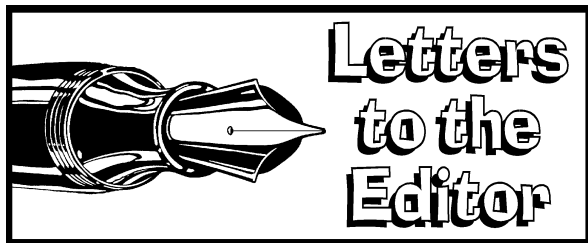
Last Christmas, Ray Harvey built me a "Timepiece" for Classic FAI team race powered by a Profi Junior.
 I was over using Foras and Parras as the pistol/liner are not real good and by the time you buy new Foras plus new p/l you could have bought Profi.
 I have machined up a 3ml venturi for the engine and using a 7 x 6 APC prop it goes around nicely at 21.5 to 21.8 for ten laps witch is not over board in speed.
 I am currently getting about 37-38 laps out of a 7 cc tank.

NEW MODELS

Cheers
 Macca



Mark McDermott's Classic FAI "Timepiece"



Moe and District Model Aircraft Club (MADMAC) Control Line Flying at Moe Racecourse - circa 1960

By Brian Grebert (FAI AUS 5778)

My name is Brian Grebert (Nicknamed Brizo or Grub, both derived from my first name & surname). I grew up in Moe in the Latrobe Valley during the 1950's to 1960's. I first became interested in Control Line model aircraft as a 12 year old in 1958. It all started when I heard a buzzing sound emanating from the Moe Racecourse. This noise was increasing & decreasing in pitch. On investigation, I found the "Culprit" to be a "Spark Plug" petrol driven model aircraft controlled by a set of wires flown by a teenager & his helper. (Up to then, the only model aircraft that I was familiar with was cheap and nasty "Chuck Gliders" & simple all balsa "Rubber Powered" models.)

Being impressed with what I saw, I conned my "Old Man" (Dad), to buy my first C/L engine, it was a Gordon Burford Taipan 2.5 cc diesel & all the extras to make it run. My first C/L model was a "Hearn's Hobbies" Sabre Trainer, which my maternal Grandfather helped me to build. The next problem was trying to start my new motor. After adjusting all the knobs & levers which neither my granddad nor I knew little about, we couldn't get it to start.

SOLUTION: take it to the racecourse the next time I heard C/L being flown. Bingo, a hole in one, these guys had it going in about a minute or so. Now with two new friends, my C/L apprenticeship began.

After a couple of months of flying, the "Sabre Trainer's" demise was not from hitting the ground trying to do wingovers or loops, but my Grandmother accidentally sat on it and broke it in half. Time to buy and build a new aircraft, this time an "Aeroflyte Taipan Trainer"

As time went by, the noise of our flying model aircraft at the Moe racecourse attracted more & more inquisitive "Sticky Beaks", all coming to see what the commotion was about. Most of them being "High School" teenagers, who eventually purchased C/L models of their own.

The "Local Rag" (Newspaper, called the Moe Advocate) sent a photographer to the racecourse who took some pictures. The group photo #1 below, was taken sometime about 1959 – 60.

Photo #1



The Above Photo was taken circa 1960 at Moe racecourse and it was featured in the local Newspaper the "Moe Advocate"

Left to Right – Richard Lawson, Imants Appenitis (known as "Imee", He's Latvian)

Robert Scharper, Aki Becker (German) Raymond Plichta (Polish), Brian Grebert (Me) & far right Forgotten Name???

Because of the newspaper article, a local Moe "Bicycle repair shop", started carrying a range of C/L goodies, saving us having to travel

to Melbourne by train to shop at Victoria's leading hobby shops. Back then namely "Central Aircraft", "Model Dockyard" & "Hearns Hobbies".

The above photo was also seen by members of a group calling themselves "The Gippsland Associated Aero modellers" (**GAA**) (Gippsland being a region in eastern Victoria).

With the help of the GAA the Moe and District Model Aircraft Club" (**MADMAC**) was formed. The Bicycle repair shop manager became President of the Club.

The members of MADMAC were asked to put on "Flying Demonstrations". The local Moe "Aussie Rules Football Club" allowed us to fly during their "Half Time Break". We thrilled the crowds by having 4 flying circles going continuously, flying basic stunt pattern, combat and team race & anything else. The football club even supplied transport for the "Die Hard" flyers to their "Away from Home" matches at nearby towns of Yallourn, Newborough & Morwell

The club even put on displays for "Rural & Agricultural Country Shows", we also demonstrated in the local light aircraft pageant at the township of Morwell's airfield.

As the popularity of MADMAC gained momentum, we were offered official use of the Moe Race course parkland, except on Race days. (Up to then, we had been using this parkland for a year or so without anybody's permission)

The "Die Hard" members of the club (see photo #2 below for some of them) would every now & then travel from Moe for 2 hours to Melbourne to participate with other C/L clubs, namely at Albert Park Lake & Moorabbin Light aircraft Airport. One of the flyers father would take it in turns to be the DAD of the day to drive us to these events.

The Photo#2 below, shows a small group of "Sunday Flyers" at Moe Racecourse (No Horse racing on a Sunday) I'm the guy holding the Pylon Free Fighter on the far left. The group photo was taken about 2 years or so after the above "Newspaper Photo".

Aircraft from Right to far Left: SKUA Stunt – OS .29, Kiel Kraft Spectre – Merco .35, Own Design Flying Wing, Profile Bell Aircobra, Pylon Free Fighter, & far left on ground, my Hearns Hobbies Demon – Enya .29.

Photo #2



This Photo was taken about 2 years later by Mr Val Saxton

**Right Front to Left rear Ian Forrester (English) Raymond Plichta,
Imants (Imee) Appenitis, Steven Robey, Guess who? Me ! Brian Grebert.**

Photo #3



The above photo#3 is of me holding a "Hearns Hobbies Demon", built from a kit & powered by an Enya .29 Glow motor. On the right wing near the leading edge of the demon is my MADMAC number which was 6. This is the A/C that I used to practice more advanced stunt manoeuvres.

Back in those days, the Club mixed its own fuel, comprising of "Shell A" or "BP A" racing fuel and "Castrol M" oil, (no Nitro) mixed in either 3:1 or 4:1 mix ratio depending on the motors being used. (The Merco .35 & Fox .35 stunt motors appeared to run better on a 3:1 mixture)

Even though MADMAC was predominantly a C/L Club, some of us had a go at the various forms of F/F. Tow Line gliders were popular. The problem we had on occasions was, the "Wings" would fold & break when being towed up, and this was eventually rectified by the speed that the "Tow Runner" ran.

I continued to fly regularly at the racecourse with this group until the age of 17 years old. I then Joined the Royal Australian Airforce (RAAF) to become a Radio & Electronics Technician.

I am now retired (aged 74years) & live in Rockingham / Perth WA & still fly C/L - Electric sport, I am an associated member of a Perth C/L Club TARMAC

I hope that you don't mind me contacting you, I got your details out of a Victorian (Frankston) newsletter. When I saw MOE / CLAG it prompted me to tell my story to fellow Victorians

Regards Brian Grebert (FAI AUS 5778)

A more complete version of my story was published in full by Jame Parry in the UK & it appeared in Sticks & Tissue (S&T) issue 126 May 2017.

Editors note.

Thanks for the interesting article Brian

It's from a time well before I arrived in Australia and has some history well worth recording. I wonder if any other people in the pictures are still doing any modelling after all these years?

Combined Speed.

21-06-2020 flown at Frankston.

We had our first speed comp since the lockdown started, but we had been testing since, due to slight restrictions allowing only up to 10 at field.

Mark flew his Profi FAI but only did a few laps and stopped suddenly mid flight, the result of broken rod.

He has had a heap of breakages lately, rods, cranks, balance weights coming loose and milling away at the conrod.

I believe the quality is going down-hill.

He is not over revving it at 38500 rpm, as it should be 39500+. After a close inspection of the crankshaft it was noted that the oil hole for lubricating the crankpin did not mate up with the small pocket on the flywheel face. Some bronze metal was bonded to the crankpin so it seems that lubrication has been a problem. A bit of "Dremel" rectification work has been carried out and some further test flights have been undertaken.

Murray flew a Halman special that was once Noel Wakes. Murray built a great model for it, trouble is the piston came with a score in it and it has little comp, when we first tested it a circlip kept wanting to come out, but we spotted in time so I set it up and deepened the circlip groove a few thou.

Circlips grooves are a problem in Irvine's, I and others had the problem of grooves made to close to edge of piston and piston would chip out.

Harry flew his Profi that has had no problems, his trouble is keeping up with it in the pylon, which is my problem, I flew my good Class 5 .21 Novarossi and went best ever, just under the record but I was having trouble with my legs keeping up for the last few laps.

I just don't have any energy, due to CLL [lychemia] I will have to fly vintage or get a fit young pilot !!!!!

Ken Hunting won with his 1/2 A Proto, I think we timed it for the correct number of laps.

Andrew was going to fly his Class 1 but found that the prop was damaged and did not have another spare with him.

Gary Whitburn who also flies r/c pylon and sport flies with us flew my old "Devil" with Enya CX11

just for fun.

There are a number of OS CZ11PS and Enya motor in models for Class 1 speed but they do not get flown as they are not competitive with the Novarossi's. What happened with flying for fun??

Maybe we could have a "B" grade sub class for them with a lower record??? Just split the results. As I do all the results it's not a problem. Feedback please.

If anyone wants to have a go at speed and is serious I can lend them models, need to be able fly a stunt model.

Getting back to the Profi's I have a 1996 model and have flown it hundreds of times at record speed. I did have some trouble with the puny rod after a while so put an Irvine rod in it re-bushed to fit. 5 pistons later it finally broke the crank pin off, I accept that as you will break things sometimes, that is par for the course, the re-bushed rod was still a good fit on pin. It never damaged anything else.

Hope to see you at next speed comp.

Thanks to Ron Lacey and Ken Hunting for helping me time keep.

Robin.



Combined Speed results.

Pos	Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	K. Hunting	1/2 A Proto	CS 09	24.92	24.66		24.66	145.99	104.54%
2	R. Hiern	Class 5	Novarossi 21	15.17	14.86		14.86	242.26	100.20%
3	M. Wilson	FAI	Irvine 15R HS	13.54	13.48		13.48	267.06	89.69%
4	H. Bailey	FAI	Profi 14.17	14.14			14.14	254.60	85.50%
5	G. Whitburn	Class 1	Enya CX 11.	22.34			22.34	161.15	71.71%
6	M. Ellins	FAI	Profi	N.E.L.	bang				0.00%
6	A. Nugent	Class 1	Novarossi 12	DNS					0.00%

Classic stunt –Frankston 21-06-2020

1 st	M. Wilson	Nobler/OS35S	596.
2 nd	M. Ellins	Nobler/ST.46	584.
3 rd	P. Stein	Nobler/Brodak 40	510.
4 th	A. Nugent	Caprice /Enya .45	500.
5 th	R. Virgo	Windy /OS35S	377.
6 th	H. Bailey	Dolphin /Double Star 40	373.

A total of six flew Classic Stunt at our June comp, Stunt was flown before Combined Speed as the weather was lovely and there was no wind. The ground was a bit soggy after all the recent rain.

We only had time for 1 round as we had a late start and guys practicing, plus we wanted to fly speed after.



Scores were very close for a few, we had a return to competition flying of Roger Virgo flying his ex Tony Cincotta "Windy" after many years and he did not come last.

I was the sole judge, hope I did an even job.

No flying problems were recorded all day.

Robin



Roger Virgo flew his Windy/OS35S. He needed a caller as he did not know the Classic Stunt pattern.

Project KMD.

There has been an interest overseas in the old 1970's 2.5 cc Russian team race training engine, it was designed by Kratsnorosky for beginners (which they had hundreds in the 70's). He was a top CCCP [Russian] team race flier.

It is being remade now with ABC and AAC p&L also in a front induction new version. Emails have been sent to Andrey Shkatov at "F2DSERVICE+" <https://f2abcd-store.ru/> regarding purchases of the new KMD engines but he has not yet replied.

I mentioned to Andrew Nugent that I had an old one I got used one at the Wagga Nats from a Russian t/r flier now in QLD for grand sum of \$50.

We decided to try it out in his old ex Dennis Prior "Turtle" that Dennis used in 1976 W/C in Holland.

Andrew has been using a Nelson in it for Classic FAI team race, but apparently there is a problem getting suitable motors, the Foras / Parra etc. have quality problems [I suggest using Super Tigres, Eta's etc. [sorry I like using correct motors]

He put the KMD in the model, I had run it before on a bench test stand and was impressed and also in an old Hearn's Hobbies "Competitor" vintage team racer, so hoped it would be OK.

We flew it on a APC 7x7 prop and 3.3mm venturi. It did best time of 26.9 /10 for 40 laps but hot starts bit off, also the contra would not back off.

The piston is made from sintered metal so it could not bopped well to increase the diameter [shatter]??

So I took it home and fitted a new piston, but did not have sub-piston induction so put a 3.6 mm carb to compensate, also altered rotor timing as it closed 46 atdc, it's now 55 atdc, and altered rotor/ housing to try and get more oil on conrod big end as the rotor is a reverse one, air enters the backplate horizontally and then goes up towards piston, which can starve the big end of oil.

We flew it again and got down to 25.1 for 32/33 laps but had a few n/v and tank position issues so I will fix it up and try again. This was all on a 7cc tank, not the 10 cc permitted for this class of motor.

This may be an alternative for Classic FAI as the new piston and liners should be better than my old steel version.

Another problem we had was liner was going up and down as it is a straight tube that sits on a shoulder in the case and held down by fin jacket, there is a notch in top of the liner that a vertical pin engages to stop liner rotating, but the pin did not go down far enough to stop the liner going up and down about .010".

Pin looks like can be screwed down to just touch liner but I could not get to move so made a shim of soft aluminium a bit more than .010" to hold it down, also left out the cylinder base gasket as that can cause misalignment, just used a good sealant.

Stay tuned,

Robin Hiern



Robin Hiern was at the oily end of the lines.

Andrew and the "Turtle" with a modified cowl to accept the KMD.

32nd Amberley Nationals FAI combat report.

A blast from the past from the “Circle Torque” newsletter.

JANUARY 1979

Page 10

FAI Combat had a large turn out and flying was of the highest standard for many years. The surprise of the contest (for many Victorians anyway) was the all JUNIOR Victorian team of Bob Dillon, Ken Maier and Neil Chantry who really got their act together with very professional flying from Dillon and Maier and excellent pitting from Chantry.

This is the only good Combat team from Victoria since Gary Bourne and Mick Cook. Anybody remember back that far? Can they keep it up? The World Champs are next year fellas!

Now for the details: I was away for 'most of the first round flying 4 rounds of A1, so sorry if I missed anything.

Until a centre judge was installed after the first two heats nobody could hear the start combat signal from the C.D. Why can't the centre judge handle this by himself?

Graeme and Ron Wilson made it in the nick of time from the Speed circle at the other side of the Airport and tried to start a model with no fuel tubing, result 0.

The repechage was notable for the fact that no Victorians turned up to fly it. A very bad show for the Nats. Wilson was flying speed, the other two were being looked after by a Senior who (not mentioning any names) drives an orange Datsun. Not quickly enough apparently.

The second round worked out exactly with no byes. Sparrit was disqualified for starting combat before the signal as he did in the first round when the signal was non existent. Other results speak for themselves.

The third round turned up a dispute between R. Jenkins and G. Turna (all time dispute champion), after a long and spectacular combat. Turna disputed the three cuts for Jenkins, resulting in a re-run which was as good as the original and resulted in another dispute. Jenkins disputed the timing of the event but lost after taking it to the MAAQ President.

Next came the semi finals which saw little Bob Dillon completely demolish the very large and 'expert' Gary Turna with a display of smooth precision flying. Bob is the only person I have seen who seems to be in complete control of his tight turning glow models.

Ken Maier and S. Rothwell were next but Maier collected the ground with both models while attempting to get away from Rothwell and failed to get into the air again. Ken's flying is a bit erratic at times.

So on to the 3rd and 4th fly off where Turna was again demolished by a Victorian junior, this time Ken Maier.

The final between Dillon and Rothwell was a well fought event with Dillon coming out on top with his very good flying and a pit crew (Chantry and Maier) keeping him up there. Dillon lost 50 points for stepping outside the centre circle. He stepped out when flying by himself in the last 60 seconds of combat because he was whipping a model with ailing motor. A word of advice — keep a mental tally of the score and if you are ahead (especially if the other flyer is down) be very careful not to break the rules. One more step out of the circle would have turned victory into defeat Mr. Dillon!!

Finally, congratulations to Bob Dillon and crew on a well deserved victory and may we see more of the same please.

Submitted by Ken Maier.
AKA “Combat Kid.”

COMBAT REPORT - AMBERLEY NATS.

Draw & Results. (* winner) (-points deducted) (D.N.F. did not fly)

1st round

C.Jeffrey 470* }
D.Sparritt 112 }

G.Jackson 13 }
M.Morrell 332* }

K.Maier 429* }
Woowart 32 }

M.Comisky 40 (-100)* }
R.Moore 0 (-100) }

R.Jackman 121 }
R.Jenkins 444* }

J.Jamieson 218* }
P.McNair 153 }

B.Dillon 259* }
I.Promnitz 192 }

R.Stephens 311 }
N.Chantry 383* }

R.Bellis Disq }
G.Ross 110* }

S.Rothwell 240* }
G.Wilson 0 }

B.Bellis 124 }
G.Turner 430* }

Repercharge

R.Bellis * }
R.Jackman D.N.F. }

R.Stephens * }
G.Jackson D.N.F. }

B.Bellis 221 }
D.Spearitt 322* }

G.Wilson D.N.F. }
P.McNair * }

Second round

B.Dillon 322 } B.Dillon 384
P.McNair 316 }

C.Jeffrey 163 } C.Jeffrey 97
D.Sparritt Disq }

G.Ross 220 } R.Jenkins 540
R.Jenkins 272 } (rerun) 260

G.Turna 391 } G.Turna 440
R.Stephens 61 } 321

J.Jamieson 113 } K.Maier 399
K.Maier 520 }

R.Bellis 188 } R.Moore 112
R.Moore 290 }

M.Comisky 97 } S.Rothwell 349
S.Rothwell 227 }

M.Morrell 307 } M.Morrell 328
N.Chantry 257 }

B.Dillon 400 }

1st.

B.Dillon 259
(-50)

G.Turna 61 }

K.Maier 85 }

2nd.

S.Rothwell 218

S.Rothwell 308 }



This Sea Fury was judged to be the peoples choice winner at the recent re-scheduled All Aussie Day that was held at the KMAC flying field on Sunday 28th June.

David Nobes was the model builder



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

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Filler Bottle Valves

Shaft Extensions

Engine Plates

Venturis and threaded inserts and general machining.

Phone 07 3288 9263

Mobile 0402 295 370

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

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

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 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

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: ah Heath296@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



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

Wanted.

OS LA15 complete with muffler and NVA.

Derek Pickard 0419 388 075

businessmedia@hotmail.com.au

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