

THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 255

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 2020

DATE	EVENT	CLUB
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

Events to be held at Ipswich are as follows.

On Saturday the 3rd.

2.5 Simple Rat

500lap 27 Goodyear (Brian Burke)

Vintage A

Classic B



On Sunday the 4th

2.5 Slow Combat

F2D

Vintage Combat

On Monday 5th.

Classic FAI T/R

21 Bendix

Open Combat (if time permits)

Entries will be capped at \$30 for the weekend.

This is the first comp day for about eight months so come to Queensland and enjoy.

Club Comps

Clasii 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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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.



COMING
EVENTS



C.L.A.S. CONTEST CALENDAR 2020

DATE	EVENT	CLUB
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
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3 Bailey Place
Pakenham 3810
Victoria
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hbbaily@optusnet.com.au



ALL AUSSIE 2020

Having deferred from the previous month due to inclement weather it was now or never. It turned out the weather Gods smiled on us and we had a clear run for the event. Whoohoo! We ended up with 14 entries which was down on past events.

If it had not been for Harry Bailey and Dave Nobes then participation would have been even more disappointing.

For this year's competition we stuck with the format of both

static and flying elements which were combined to produce a final score. Because of the diversity in competitors ability, entrants were divided into 2 categories, Advanced and Novice. Both categories flying the Vintage pattern. Static differed from true vintage scoring in that everyone was provided with a voting slip and voted on their 1st 2nd and 3rd choice from all models presented. A 1st choice attracted a bonus of 5 points, 2nd 3 points and 3rd just 1 point. These were totalled for each model to produce their final static score. There was no question which model captured everyone's attention. Dave Nobes Hawker Tempest MKII seen opposite doubled the nearest model (A Dave Nobes original JU 87) with 56 votes. It is clear this man just loves building.

From the table below you will see that despite perfect flying conditions, not everyone elected to fly.

All Australian Day Entries June 2020

Entry Number	Entrant	Model	Designer	Year	Engine	Category	Static Score	Flight Score	Total	
14	Ken Maier	Spitfire IX	Geoff Pentland	Late 50's	Elfin 2.49 D	Advanced	12	151	163	
11	John Goodge	Hearns Hobby's Demon	Hearns Hobby's	1952	Electric - Turnigy G25 710 KV	Advanced	0	153	153	
2	Reeve Marsh	Hearns Hobby's Demon	Ken Taylor	1952	1955 Enya 29	Advanced	5	134	139	
	Graham Keene	Hearns Hobby's Demon	Hearns Hobby's	1952	Electric - Turnigy G25 710 KV	Advanced	9	119	128	
13	David Nobes	Hawker Tempest MK II	Pentland/Nobes	2000	OS LA 46	Advanced	56	0	56	DNF
12	David Nobes	JU 87 Stuka	David Nobes	2020	OS LA 25	Advanced	28	0	28	DNF
1	Steve Vallve	Calamity Jane	D Weaver	1951	OS35 S	Novice	5	78	83	
3	Gary Whitbourn	Hearns Hobby's All Australian MKII	Ken Taylor	1955	OSFP 20	Novice	14	67	81	
8	Harry Bailey	Galaxie Classic B Team Race			Brodak 25	Novice	3	51	54	
6	Harry Bailey	Demon (Unfinished)	Ken Taylor	1952	Frog 500	Novice	17	0	17	DNF
9	Harry Bailey	Gold Dust Vintage B Team race			OS Max 29	Novice	13	0	13	DNF
5	Frank Grassham	Hearns Hobby's Butch	Hearns Hobby's	TBA	Taipan 1.5 cc MKI	Novice	7	0	7	DNF
4	Bernie Cosgriff	Aeroflyte Warhawk	Aeroflyte	TBA	OS35 S	Novice	1	0	1	DNF
10	Ron Jones	Aeroflyte Wildcat	Aeroflyte	TBA	2.5 Silver Swallow	Novice	1	0	1	DNF
7	Harry Bailey	B-Backtrack Classic B Team Race			OS25 FP	Novice	0	0	0	DNF

David Nobes elected not to fly to enable Reeve to compete which promoted the spirit we all hope to enjoy, being part of an ever diminishing group of control line flyers. Hopefully next time we can encourage a few more novice participants to have a go.

Looking at the results there was an expected demarcation between the advanced and novice group of flyers. Congratulations to everyone who had a go.

ADVANCED WINNER

Ken likes small diesel powered models that he can push around the sky like a combat model. For many years he flew an Ambassador which he eventually wore out. This Pentland designed Spitfire nicely built and finished by Ken has proved a great replacement for the Am-



Dave Nobes "Hawker Tempest" was the voters choice for the best model.

Ken Maier's Pentland designed "Spitfire"



bassador which suits the pilots style of flying. Well done Ken!

NOVICE WINNER

Steve has been around the club for a long time, as President and Secretary and general dog's body so you might think he should be able to fly by now. Wrong! He did win 3rd place F2B Novice back in 2014 in SA for which he has a medal (but don't tell anyone there were only three competitors in the event). So he got over his disappointments and thought he might have a fly for the sake of encouraging others to have a go. Well it wasn't good. Turns out the model he chose for the event was one from a deceased estate which he had his eye on for some time. Had one flight with it previously but no serious manoeuvres = totally unprepared, He thought he was going out for a test flight but unbeknown Mr Nobes scored it, heaven knows how. Turns out the model has some significant issues, sticky controls and tail heavy. Anyway thanks to his caller Reeve he managed to get something down so here we are.



Steve Vallve's "Calamity Jane"

MAAA VINTAGE STUNT				
	Contestant	EVENT SCORE	Static	Flight #1
1st	Ken Maeir	163.00	12.00	151.00
2nd	Jonn Goodge	153.00	0.00	153.00
3rd	Reeve Marsh	139.00	5.00	134.00
4th	Graham Keene	128.00	9.00	119.00
5th	Steve Vallve	83.00	5.00	78.00
6th	Gary Whitbourn	81.00	14.00	67.00
7th	Harry Bailey	54.00	3.00	51.00



The Reeve and Steve team.



Dave Nobes JU 87 Stuka

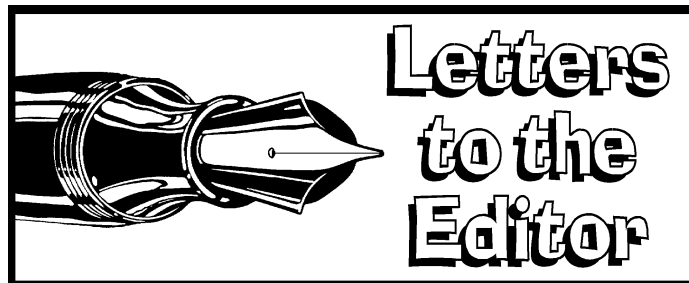
Harry Bailey entered three Aussie designed team race models.

The one below is a Frank Dotti designed Vintage B racer. The model was flown in the aerobatics and completed a take off, climb and dive, wingover and landing.

Ron Jones's "Aeroflyte Wildcat /Silver Swallow."



Hi Harry,
No-way shall the NSW State Champs happen in Albury this year.
Border locked down tighter than a duck's bum and travel is discouraged from Melbourne and Sydney to this area.
As of today, I can't even travel to Albury without a valid reason and I live 600m from the NSW border.
You might want to let the people know.
Regards
Danny Maslowicz



Hi Harry

Adrian Duncan wants to write up the Hearn's Hobbies Tempest 60 Speed engine on his website. Enlisted me to search for info. I've provided what I could find, but if any reader has any information (even serial numbers are useful) they can email me at jamd@adam.com.au and I'll pass it on.

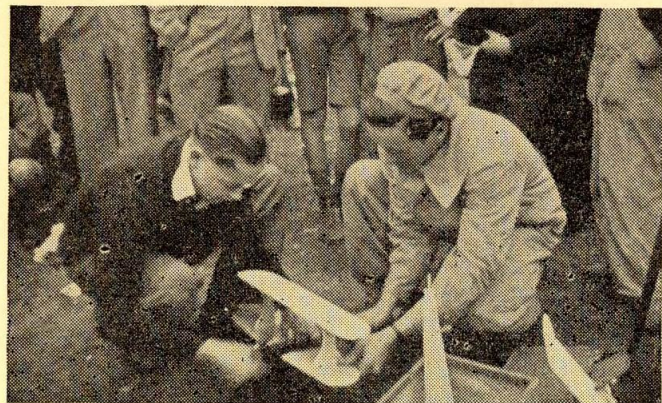
While searching through old copies of Australian Model Hobbies, I came across this little snippet from the September 1949 number, of Gordon Burford that your readers might find interesting. I'd missed that when researching my book "Gordon Burford's Model Engines", which - bare faced plug - is available again following a small re-print run.

Cheers,

Maris Dislers

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367 Flinders Street,
MELBOURNE
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Present TEMPEST 10 c.c.
Look for the green head
fitted with 2 ball races,
2 piston rings,
Rotary disc
valve.
Ignition or
Gloplug.
Price, £10.



Gordon Burford, S.A.'s most consistent stunt flyer, seen here starting the first control-liner built in this State. Inspired by Louis Garami's "Flounder," to which an extra wing was fitted, and powered by the original Gee Bee 5 c.c. diesel, this model performed some hair-raising antics with and without the help of Gordon. On one occasion, when flying indoors, at the Adelaide Exhibition in early 1947, the model dived into the hardwood floor, breaking the cylinder barrel in two. To contrast with this model, Gordon Burford's latest stunt model, powered by the same capacity motor, features a 360 square inch wing, and in his hands is capable of most known manoeuvres.

Hi Harry,

What a great "Letters to the Editor" story in last months edition. I had no idea about C/L flying at Moe in the 60's. I will get back to Brian with info about CLAG, also following up with Alan Frost. I have circulated this email to others who might have further input.

Travel well, Graham Keene

Dear Editor.

Not sure I agree with Macca's "Timepiece", surely that's a Profi F2CN motor, i.e. modern F2C with separate head & liner! not really fair against 1950's technology,

Cheers,

Sion Burns

ENGINE TECHNIQUE

By George ALDRICH

Reprinted from 'MODEL AVIATION' Aug '75

For our first column let's take some of the pain out of the old engine break-in problem with some proven, safe, methods. Break-in or run-in consists of mating the new parts of your NEW ENGINE at operating temperature so that it will deliver its maximum intended power. The "operating temperature" is the key to the whole break-in process. As a new engine heats up, parts start to expand and move around. The crankcase expands allowing ball bearing outer races to seek their ideal seating; the top edge of the piston heats up more than the cylinder and thus begins to wear, most times causing it to shine this top edge (lapped pistons). As the piston metal heats up, the highest operating temperature it reaches controls how much it will expand. After the engine is stopped the piston will retain some of this growth as it cools thus taking a permanent set.

Another way to think of what is happening is to think of it as operational heat treating. After reaching operating temperature the engine parts cease moving around, tending to reach a running stabilisation at this relative temperature. (Once it gets hot things stop moving about. ED.) It will take a great deal more of this continuous running at this stabilised temperature to achieve the desired wearing in and mating of the new engine's parts.

With the preceding in mind, for quicker break-in of your new motor, let's repeat this heating and cooling process more often.

A series of two minute runs has proven a preferable method over continuous period of running. The hotter we can get the engine SAFELY the more the parts expand, thereby shortening the break-in time.

A safe method of achieving faster break-in time is to reduce the prop size, which increases RPM, friction, and therefore heat. With the added friction and heat there is added danger of OVER-HEATING damage. Obviously then, what we DO NOT want, is to get the extra revs by just leaning the fuel mixture. By using the smaller prop and a fuel with adequate and proper lubrication, a much better and faster break-in can be achieved. Considering all the above, we now have a series of fast, two-minute runs, using the proper fuel, and allowing for normal cool down between each run.

When selecting a break-in prop, do not use nylon, with exception of the 1/2A sizes. The best break-in prop I have found is one made from rock maple or epoxy impregnated continuous glass or carbon fibre. Start with a prop one or two sizes larger than the normal flying prop or one with much heavier and/or wider blades.

Carefully measure the amount to be cut from each blade, and use a razor saw to neatly remove the required amount. Leave the tips blunt and square. This gives a clubbish prop and ample strength to withstand high RPM.

Here. a list of prop sizes along with their trimmed lengths: —

.049 — .06	6x4 to 7x4	Trim to 4 1/2" to 5" Dia
.09	7x4	Trim to 5" Dia
.15	8x4	Trim. to 5 3/4" to 6 " Dia
.19—.23	9x4 to 9x6	Trim to 6" to 6 1/2" Dia
.29 to .36	9x6	Trim to 7" Dia
.40 to .46	10x6	Trim to 7 1/2" Dia
.60 to .78	12x6 or 11x8	Trim to 9" to 9 1/2" Dia

PLAY IT SAFE—Never stand to the side of a running engine where a thrown prop blade could injure you. Wear safety goggles and check all props regularly for nicks and discard them at any signs of cracks or damage.

Many years of speed flying and working on 100's of engines run on various all-synthetic oil fuels has convinced me that there is no oil like castor oil. An engine run over-lean has an infinitely greater chance of being damaged on an all-synthetic lubricant fuel than one operated on a fuel containing at least 5 per cent or more castor oil.

When I say castor oil, I'm speaking of at least AA degummed grade. (I suppose this means Castrol M. ED) Hopefully, some manufacturer will come up with an adequate self-sustaining synthetic, but to date (1975) I have not found one that can carry ALL the load alone.

If your engine is to be used in an FAI event that prohibits nitromethane check the existing rules and run it on no other fuel. An engine that is completely run-in on a non-nitrated fuel or even a 5 per cent nitro mix, will require further run-in if a 25 per cent to 30 per cent nitro mix is used.

If you are a bit unsure start with a 5 per cent nitro mix containing not less than 10 percent castor oil, and a total of at least 25 per cent lubricants.

With the correct prop run the engine as fast as it will run COMFORTABLY. This means without sagging. If at all possible make the first few runs without the muffler. Many engines made outside the U.S.A. are tolerated for non-nitrated fuels and require a more careful break in. Because of their being tight fit together, they tend to overheat and a muffler just adds more heat.

As your lapped engine breaks-in, the bright shiny band at the top of the piston will gradually widen and turn a dull grey with each succeeding two-minute run.

For ringed engines take a little more care and run them on the rich side. It is very important to get the rings fully seated before trying to open the engine up to full power.

As a ringed engine breaks-in properly, the compression will increase and the needle valve setting will become less critical.

The smaller props used with this method do present a bit more of a problem when starting your engine. There is a way to keep from getting your finger hit, I call it the bump and flip. Don't ever flip the prop without first grabbing the prop in your fist and pulling the engine over.

This is true for a flooded engine especially. If you don't feel the engine bump as it passes TDC with the battery connected don't flip it. Continue pulling it over until you feel the bump, then immediately flip the prop. Place your finger as close to the hub as possible, remember "bump before you flip and you won't get hit."



Derek Pickard and his Brodak "T-Rex" are taking the virus health advice to extremes!

For Sale

Three speed engines sold as a job lot.

OS 60 RSR new in box

OS 61 VR new in box

OPS 65 VVA new in box

Price is for the 3 \$775 posted
Aus only.

Sabre 2.5 diesel 1953 fair to good \$325 posted
Aus only

OS 46 LA new in box both R/C and c/l carbs \$140 posted

Contact Wayne Wilson whyzedman@hotmail.com

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

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

Cox Olympic, very good (in tatty box) \$350.00

E.D. Racer Mk2, very good \$125.00
(spinner anodizing gone)

Webra Mach 1, excellent \$250.00

Elfin 2.49 beam mount, F.I. very good \$150

Merco 35 redhead R.C.,
with muffler, in box, pristine \$175

Glo Chief 19, circa 1960, very good,
enlarged mounting holes \$150

Regards Ian Smith

Tel:- 02 4975 2292

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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
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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

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4.9 litre \$60 +5 kg satchel Auspost price

Pick up only 5lt castor oil price is \$60

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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.

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

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

Cost \$4.50 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

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

Wanted.

Enya 45 BB complete with muffler.

Derek Pickard 0419 388 075

businessmedia@hotmail.com.au

NEW MODELS

The Editor has built this "Ohm Special" for use in 27 Diesel Good-year.

The engine is a K12 Oliver Tiger replica.

The model has been flown and it handles quite nicely.

It's covered in 3/4 oz glass cloth using a red pigment to give the colour.



AUSTRALIAN CONTROL LINE NEWS

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