



# THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 262

Produced by the Victorian Control Line Advisory Committee



April 2021

## INSIDE THIS ISSUE

Contest Calendars.

Notices.

Why is it the 1st West Wyalong Nationals.

South Australian State Championships  
Results and Pictures.

Around the Clubs.

1<sup>st</sup> West Wyalong National Championships  
Bulletin 1.

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



**KMAC** will not have an event calendar as such this year. The club will still operate to the pattern of "last Sunday" in the month being the regular club day, but it will not have any formal contest/events scheduled. The Calendar below is of course dependant on whatever Covid health warnings may be implemented during the year.

## VICTORIAN CONTROL LINE CONTEST CALENDAR 2021

DATE	EVENT	CLUB
April 2-5	VMAA State Championships.	CLAMF/KMAC
May 9	<b>Combined Speed</b> , Coreflute Combat.	CLAMF
June 13	<b>Classic FAI</b> , Vintage A, ½ A Combat.	CLAMF
Jul 11	<b>Combined Speed</b> , Classic Stunt.	CLAMF
Aug 8	Carrier Deck, 27 Goodyear.	CLAMF
Aug 9-14	FAI F2 World Championships.	Poland
Sep 12	<b>Combined Speed</b> , Vintage Combat.	CLAMF
Oct 2-4	NSW State Champs. Racing and speed.	Albury
Oct 17	Corflute Combat, F2B & Classic Stunt.	CLAMF
Nov 14	<b>Combined Speed</b> , Warbird Stunt and Nobler Stunt.	CLAMF
Dec 12	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  
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 :- Reeve Marsh 0405 001 008



## COMING EVENTS



## C.L.A.S. CONTEST CALENDAR 2021

DATE	EVENT	CLUB
Apr 11	Vintage/Classic Fly In.	Doonside
Apr 11	Brendan Farrell Day	KMFC
May 2	Classic Stunt.	SSME
May 23	F2B Aerobatics.	SSME
Jun 12-14	NSW STATE CHAMPIONSHIPS.	
	Aerobatics and Combat .	CLAS
Jul 4	KMFC AGM.	KMFC
Jul 7-14?	MAAA West Wyalong Nationals.	
	Control Line and Free Flight. Details TBA	
Jul 25	F2B Aerobatics.	KMFC
Aug 8	Peacemaker Day.	KMFC
Aug 15	Classic Stunt.	SAT
Aug 29	F2B Aerobatics.	Doonside
Sep 12	Slow and Vintage Combat.	KMFC
Sept 18-19	Classic B Team Racing and Fun Flying.	Rocky Rally
Sept 26	Gordon Burford Day.	KMFC
Oct 2-4	NSW STATE CHAMPIONSHIPS.	
	Racing and Speed	CLAS NSW at Twin Cities Albury
Oct 17	F2B Aerobatics.	SAT
Oct 31	Classic Stunt.	Doonside
Nov 7	Festival of Speed.	KMFC
Nov 14	F2B Aerobatics	SSME
Nov 28	KMFC Christmas Party and Fun Fly.	KMFC.
Dec 5	F2B Aerobatics.	Doonside
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.	

## CLASII IPSWICH QUEENSLAND CALANDER 2021

Apr 10	2.5 Rat, Classic B, Combat Practice.
May 1-2	Qld State Champs, All Combat weekend F2D Combat, Open Combat, Vintage Combat, 2.5 Slow Combat.
Sep 25-26	QLD State Champs, All grass Racing Weekend 2.5 Simple Rat, Vintage A, Classic B, 27 Goodyear, Classic FAI, 21 Bendix.
Nov 6	27 Goodyear, Classic B
Dec 11	Christmas Breakup, Vintage Combat.

# So why is it the 1st West Wyalong Nationals?



Some of us seem to be confused about the name of the 1st West Wyalong Nationals. Why isn't it the 72nd MAAA Nationals? Is it actually the MAAA Nationals? Is it even a true Nationals? Why call it a Nationals if it is not "THE" Nationals? Will I get any qualification points for World Champs Team selection? These are just some of the questions being asked.

Here is a perspective on the matter...

Following the 71st MAAA Nationals in 2019 an open letter from the MAAA was sent to all MAAA members regarding the future of the MAAA Nationals. At the time they had not received an application from any State to run the 2020 Nationals and it seemed nobody wanted to do it.

And why would you? The Nationals in the recent past involved putting in a bid and a business plan showing how the coordinator was going to run it and how they were going to return a profit as some previous Nats had run at a loss. That is except for the last two Nationals (70th and 71st) held at West Wyalong run by the NSWFFS. On top of that it is a mammoth task as so many aspects need to be organised and controlled and there just aren't enough volunteers to be able to do it properly.

To solve the problem moving forward a plan was suggested for the MAAA executive to be the overall coordinator for the Nats with the various disciplines being organised by their own individual nationally ratified NSIGs (National Special Interested Groups) each with a chairman and a representative from each state. This would be a true Nationals in the true sense of the word. This plan however also lost momentum and eventually fell over.

In the mean time the NSWFFS and West Wyalong's Local Council, Bland Shire Council, were very keen for the Nationals to continue to be held at West Wyalong and they were prepared to commit to the next 5 years (2020-2025) of holding the Nationals at West Wyalong. The NSWFFS have all the documentation, equipment and signage from the past two Nats in storage at West Wyalong and they have interest from the council to commit to assist with the financing and running of the event as well as philanthropic groups, the MAAA and other groups.

This plan however was voted down by the MAAA Executive for reasons that aren't known at this time, however they did agree that the NSWFFS could run a National competition at West Wyalong but call it something else. So in other words, we aren't going to have a 72nd MAAA Nationals because no state wants to do it, but the NSWFFS can hold their own "copy" of a Nationals with all the same events and prizes but call it the "Claytons Nationals" or something like that.

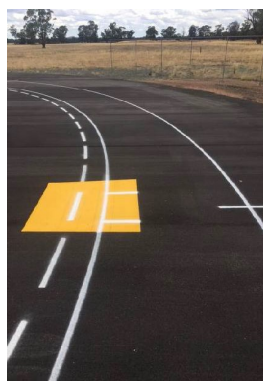
Hence the name 1st West Wyalong National Championships was chosen to attract interest from all over Australia and in the interest of competition, participation and camaraderie. Because there aren't going to be any other kind of Nationals held any time soon.

What about World Championship qualifying points? This one won't but future events may, just like any other MAAA event can. That decision is up to the Special interest groups who decide those matters.

On another note, the plan is for all or most events to eventually be held at the AB Field making the AB Field the preferred accommodation destination also. The more people that come the more things will be developed. There is currently onsite water, showers, toilets, camp kitchen, powered caravan & camping sites, sheds and the main house. At the moment all Free Flight events, SAM events and Control line hard stand events can be held there. There are future plans for CL Combat and grass racing to be held at the AB Field also. The location for each event is ultimately decided by the group flying in the event.

We think we should all be getting behind this and participating and help as much as we can because if we don't have this Nationals then there will be No Nationals at all.

Regards  
Written by Warren Leadbeater  
& Andrew Linwood



*The new West Wyalong hard surface  
is ready and waiting.*



# South Australia State Championships held at Monarto 6th-8th March.

At last, after all the covid restrictions, competitors were able to travel interstate and have some meaningful competition. Participation numbers were lower than in previous years and some planned events were not run. These results were provided by Maris Dislers and Peter Anglberger.



## F2A Speed

Place		Round 1	Round 2	Round 3	Round 4	Fastest speed KPH
1	Murray Wilson	N/T	N/T	12.387	12.47	290.63
2	Robert Fitzgerald	12.390	N/T	12.4	12.51	290.56
3	Richard Justic	N/T	14.27	13.62	12.78	281.69
4	Mark Ellins	N/T	13.80	12.97	12.93	278.42

## F2C Team Race

Place		Round 1	Round 2	Round 3	Round 4	Final
1	R Fitzgerald / M Ellins	3:31.90	DNF	03:11.72		6:47.77
2	M Wilson / M Poschkens	3:20.21	3:10.78	03:15.18		199 laps
3	R Justic / P Stein	3:38.64	3:22.15	03:21.51	03:18.72	157 laps
4	R Lecknys / N Baker	3:30.79	3:26.06	DNF	03:26.59	



Below:- Top three teams in Goodyear T/R.

R Leknys/N Baker. R Fitzgerald/M Poschkens. M Wilson/M Ellins.

## Goodyear Team Race

Place		Round 1	Round 2	Final
1	R Fitzgerald / M Poschkens	34 laps	03:15.6	07:17.1
2	M Wilson / M Ellins	3:47.29		70 laps
3	R Leknys / N Baker	3:18.84		DQ (Jettison)
4	D Bainbridge / R Gilbert	1 lap	52 laps	
5	R Justic / P Stein	5 laps	11 laps	





### Combined Speed

Place		Class	Round 1	Round 2	Round 3	Fastest speed	% record
1	Murray Wilson	Class 3	10.72	11.03		270.27	100.7 (NEW RECORD)
2	Murray Wilson	Class 5	15.27	14.92	15.18	241.28	99.8
3	Maris Dislers	1/2A Proto	26.36	26.04	26.78	138.25	97.8
4	Mark Poschkens	Class 2	13.98	14.42	14.39	207.25	67.1



Left:-

Murray Wilson's Class 3 and Class 5 models.



### 27 Goodyear

Place	Round 1	Round 2	Final
1. R Lecknys / M Wilson	DQ	5:23.55	10:04.40
2. P Stein / R Justic	5:08.91		10:32.02
3. A Morris / D Stevens	6:48.40	7:16.08	15:54.79
4. D Bainbridge / R Gilbert	16 laps	46 laps	

### Vintage Combat

Place			
1	Maris Dislers	B	W W
2	Leon Baird	W	L
3	Robin Gilbert	L	L

The weather for **Aerobatics** was excellent all weekend but entries were down likely due COVID and also not a World Champs team qualifier this year.

Nothing really of note other than;

*Jon Witzke lost his Strega due to a ball link failure in round 3 of F2B Advanced. It was a write off unfortunately.*

*Leon Baird's now 30 year old Yardstick had the tailplane fail in Round 1 of Expert. He safely landed the model but decided not to try field repairs so did not continue in the event.*

### Vintage Stunt

Entrant	Static Score	R1	R2	Final Score	Placing
				(best flight + Static)	
Maris Dislers	54	140	168	222	1
Jeff Fry	10	164	163	174	2
Greg Roadknight	9	150	134	159	3
Peter Koch	9	84		93	4

### F2B EXPERT

Entrant	R1	R2	R3	R4	Final Score	Placing
					(sum of best 2)	
Mark Ellins	907.5	927.5	942.3	976.3	1918.50	1
Jeff Prosser	697.0	801.5	834.8	757.5	1636.25	2
Peter Koch	233.0	626.5	727.5	619.0	1354.00	3
Leon Baird	381.5				381.50	4

### F2B ADVANCED

Entrant	R1	R2	R3	R4	Final Score	Placing
					(sum of best 2)	
Jeff Fry	841.5	993.0	862.6	862.6	1855.60	1
Allan Roadknight	855.5	867.5	898.5	877.7	1776.20	2
Maris Dislers	651.0	640.0			1291.00	3
John Witzke	664.0	506.5	407.5		1170.50	4



### Classic Stunt

Entrant	R1	R2	"Final Score" (best flight)	Placing
---------	----	----	-----------------------------	---------

Jeff Prosser	498	480	498	1
Greg Roadknight	403.5	467.5	467.5	2
Peter Koch	431.5	384	431.5	3
Jeff Fry	40	367	367	4
Allan Roadknight	329	273	329	5



The "Larakin Mk 3" flown by Peter Koch

All pictures from the camera of Neil (Nobby) Baker.

## Results of Combined Speed held at Frankston 14.03.2021

Name	Class	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1. R. Hiern	Proto	OS 30 vg	28.09	27.72	28.56	27.72	209.01	96.65%
2. A. Nugent	Class 1	Novarossi 12	19.15	18.82	18.39	18.39	195.76	84.61%
3. K. Hunting	1/2 A Proto	CS 09	37.00	31.94	35.02	31.94	112.71	80.71%
4. R. Hiern	Class 5	Novarossi 21	D.N.Finish					0.00%



## To tune a model aeroplane engine. (2.5cc in consideration here)

By Matt Korhonen

There are a few basic things to understand before one even removes a screw from a motor one want's to improve / mod. The most important is to TIME an engine. If you don't know your engines timings, how can you possible improve it?

Another thing to understand is what is absorbing power and I don't mean fuel or the propeller or atmospheric conditions. I am talking about what is going on inside the motor. The greatest absorber of power is the physical compression of the fuel air mixture during the compression stroke. Don't take my word for it, turn an engine over. Another function that absorbs energy is the creation of vacuum to draw in the fuel and air and the other is the compression of the fuel air mix in the crankcase so it can be forced into the combustion chamber.

All these functions absorb energy! If you reduce the amount of energy that it takes to perform any of these functions, then more energy should be available to be transferred to the propeller. Sounds easy right? Well, actually it is that easy! But then it isn't.

### **Timing.**

Timing controls the behaviour of your engine. In the early days (50's) when model aeroplane engines began to become more affordable / available, the priority seemed to be in easy to start and tune motors. These engines were timed rather mildly to maximise vacuum (draw in fuel and air) and to maximise compression for a smoother running motor. It was not long before people learned how to mix better fuel, make better props and want more power.

By the 60's we had FAI and a lot of different types of competition requiring more and more powerful engines. It took some time for people to understand just how important timing an engine was. (As in giving the engine the proper timing to perform).

Let's talk about induction timing or shaft timing.

The induction timing controls two things. When the shaft opens it controls your vacuum or your initial vacuum pressure. When the shaft closes it controls when your motor starts to compress the fuel air mix in the crankcase. On a slower running motor (lower RPM) you would generally want a later opening and earlier closing for the shaft. This is to compensate for the lower RPM or piston velocity. The opposite is true if you want a high RPM engine that produces a higher peak horse power. In a perfect world your engine would have the correct timing for your needs. But as is often the case, this may not be the case for more reasons than are worth mentioning.

For this reason, TIMING your engine is so important. If you don't know what your timings are then how can you possibly modify your engine or have a clue as to what mods are needed for your engine to perform to your requirements? The first thing a motor needs is

the correct timing to perform at the level the user wants.

### **Early timings.**

In the early days it was not uncommon for engines to simply have a small hole drilled in the crankshaft in the approximate place it needed to be and sometimes these engines would run backwards if not given a good strong flick. I guess there was reason for those large diameter props in the day besides the lack of ignition improver. If memory serves Oliver Tiger had a 60/40 shaft timing in the day (opens 60 deg after bottom dead centre / closes 40 deg after top dead centre) and around 140 deg of exhaust timing (360 deg wheel – 0 is bottom dead centre = piston). In the early 1960's this I guess was considered race timing? And a lot of manufacturers carried these timings for longer than they should have. Many companies warmed up their shaft timings without doing anything about the exhaust timing. Super Tigre comes to mind. A lot of glow motors should have been upgraded from 140 deg exhaust timing to at least 150 deg Exhaust timing. Let's not worry about history. What was, was.

What sort of shaft timing should you have? Actually, the question should be what shaft timing do you have? TIME your engine and find out. For engines running around 20,000 rpm timing around 45 / 50 are (used to be) normal. Some engines were timed 35 / 50 or 35 / 45 or 40 / 45 or 45 / 45 or any such combination. QC was sometimes, nowhere to be seen. So, if your engine has abnormally silly induction timing. It might be something you want to correct (almost every Taipan Diesel I ever owned and a lot of PAW motors).

### **Piston velocity. (Or high RPM)**

The faster the piston travels, the greater the vacuum and the greater the compression. (Simplified) Think about an air rifles spring piston. The faster that piston moves, the faster the pellet fired. Faster = more energy. So! If you want to make you model engine faster? Opening up the shaft timing will ... Reduce vacuum pressure and reduce the pressure for the fuel air mix in the crankcase, energy which can be transferred to the propeller. Now if the motor is running faster, the piston going up and down faster. Then this should compensate for the wilder timing on the shaft. Obviously this means a few things, especially if you go too far. Lower RPM performance may suffer and starting may suffer. But if all you want is to run peak horse power then lower rpm performance is not a consideration (racing / speed).

### **The elephant in the room. (Exhaust timing)**

This is the greatest robber of energy in a two stroke model aeroplane engine. As soon as the exhaust port is closed the compression process begins. The longer the compression stroke, the more energy needed to complete it. Generally diesels and sports glows were equipped with around 140 deg of exhaust timing. In my experience this was good for around 22 to 24 thousand RPM depending on the Variables and back in the day one of those variables was Nitro Methane. Raise your head (lower compression) and feed the motor more nitro (more energy) and you could go faster. The other solution was to simply raise the exhaust timing. And by the 70's 150 deg exhaust timing was rather normal and people were looking for more. So in a nut shell. The shorter the compression stroke, the more (higher) RPM you can achieve. Again this can be take too far. If you have lots and lots of spares, how high do you dare?

Now there are other variable like the bore x stroke, fuel transfer efficiency, weight of internal components and so forth. Try and make an engine with a heavy piston rev (iron), and all sorts of bad things can happen. (I snapped a rod one time – actually two rods in the same motor and the second time I killed the crank)

### **What's normal?**

Exhaust timing from 140 to 160 is generally what is what for motors not running tuned exhaust pipes. 140 for sport motors and 160 for racing motors. I know of the odd RPM fiend that ran 170 deg exhaust, but with somewhat hot fuel. I think at that level the motor might be a little touchy feely on the tune (sensitive) and prone to eating plugs.

### **Shaft timing?**

45 / 50 is decent for a sports motor even 45 / 45 A certain tuner of PAW motors swore black and blue that 45 / 45 was it . (1.5cc)

40 / 60 for a general purpose high performance glow motor. That can be stretched either way.

Or 40 / 55 maybe 45 / 55 (Gold Top 32 / 53 and a lot of people hated that motor for its difficult starting) 32 deg after bottom dead centre, well there you go.

35 / 60 ? 40 / 65 ?

And did a certain speed flyer run 35 / 65 and by now they may be going wilder than that.

So you really need to consider the RPM range you will be running. The sort of application it will be put to and the type of motor (glow / diesel).

### **If you had the parts.**

I would, and I did! Do one mod at a time and see what the results are. As long as you don't lose power, you have done nothing wrong. And every time you gain power, you did something right. With parts and motors becoming harder to come by, I would try and avoid doing anything to wild. Correcting manufacturers mistakes are what saw me achieve the best goals, such as correcting poor shaft timing. Simply adjusting the motors timings can give you better results than some ones voodoo magic.

Now all things being equal, it just might come down to Voodoo magic. Just look at those 3.5cc Car / Buggy motors out there. Some serious Hoodoo inside those motors.

More? Next month I will talk about **Induction**.



# 1<sup>st</sup> West Wyalong National Championships 7-14 July 2021

## Bulletin 1

### Introduction

In 2019 no state was willing to hold another National Championship in 2020. There were two successful Nationals in 2018 and 2019 and the NSWFFS was keen to hold another in 2020. In 2019 a name for the championships was discussed and a final decision was made, you can see it in the heading. Hopefully, the name would attract flyers Australia wide and be the closest event to a full-on National Championship. The event is supported by the MAAA and its executive. These championships are about participation, competition, and camaraderie.

The event was planned for July school holidays then Covid-19 arrived. Everything stalled including football and any outdoor event, even pubs were closed. In November 2020, the FFS decided to go again in 2021. The championships despite being called Nationals is now a major state event approved by the MAAA. A formal business plan will be submitted to the MAAA for some financial assistance. Any profit will be returned to the AB field for improvements.

The location is West Wyalong at the NSWFFS AB flying field. Some events will be held in the township others at the AB field at 1390 Clear Ridge Road about 10 minutes from the town centre. The AB field at 700 acres has most of the necessary facilities to hold FF, CL and many RC events at the same location at the same time. This includes tenting and caravanning plus cooking and toiletry services as required. Sufficient reasonably priced motel and hotel accommodation is also available in the town as well.

This event can be used to accumulate points for attendance at World Championships events however it is unlikely that anybody is going anywhere overseas soon. There will be no points granted for any free flight event. Other SIGs may suggest otherwise.

### Juniors

Entry for juniors is \$2, the \$50 registration is not required for juniors. Sorry for the misunderstanding.

### Spit Roast

The cost for the roast is in calculations but in previous days we have had late acceptances. We need final numbers by 25 Jun 2021. Remember the free glass of wine with each meal; bring your own glass.

### Entry Form and program

These are not set on stone. I have already had a request for a 6-inch CLG contest to be added to the indoor program as a fun event. There is also a postal event for HLG. Rules for the postal event will be published in the next bulletin.

### Supplies

Fuel, streamers, shades, medical kits, and other necessary items will be provided by the organising committee. Event organisers should contact the Championship Coordinator with a list of requirements for their event. Contacts at the end of the bulletin.

### Facilities

McAllister and Perseverance ovals, and the basketball centre have been booked. Perseverance oval is a vast improvement on Redman oval. The height of the indoor is being investigated.

### Administration

There will be no registration centre as such. Each discipline will be required to manage itself. Changes to the program can be flexible with members being advised by the organiser. To date we have organisers for CL aerobatics, CL combat, SAMs, FF, RC gliding and indoor. We need a commitment for CL speed and CL racing.

### Clothing

I have engaged a volunteer fashion consultant to design and procure shirts for the event. Designs and colours will be available on our website in due course. Cost will be advertised when known.

### Winners are Grinners

Trophies will be presented at the completion of each flying event by the appropriate or nominated organiser. Trophies will be in the form of a medallion plus ribbon.

### Social Flying

Non-competition flying is welcome just check with the area CD.

### Covid-19

Restrictions published at the time of the competition will apply. We would hope for no state lockdown. By the very nature of the competition social distancing should be easily observed.

### Important Contacts

Championship Coordinator, Terry Bond email [terrybondf1c@gmail.com](mailto:terrybondf1c@gmail.com) mob 0417027579

Registrar, Roy Summersby email [roydi132@optusnet.com.au](mailto:roydi132@optusnet.com.au) or [natsregistrar@hotmail.com](mailto:natsregistrar@hotmail.com) mob 0413 588 720

Treasurer Gary Goodwin [newlook3@gmail.com](mailto:newlook3@gmail.com) mob 0414 292 050

On Behalf of the Committee. Terry Bond. Coordinator. 22 March 2021



# KMFC Sunday 21st. Feb 2021,

FESTIVAL OF SPEED offered Great Weather, enjoyed by all.



Assortment of colourful models in the pit area- standing Wally, Bob and Stan Pilgrim.



Bob Fisher in disguise sporting whiskers with his Weather-man.



Karl Mattas. Happy to be there.



Wally Bollingers Bootleg whiskey mix with lots of added Nitro, did the trick?



Wally with his very fast Goodyear model powered with a 2.5cc OPS.



John Nolan prepares for action.



Pictures and information provided by Warren Williams.



# For Sale

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

**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 am clearing out my shed and have complete models, ARF models, kits and engines for sale. Too many to mention here. They are mostly Stunt related.

All the relevant information can be found here:-

<https://sites.google.com/view/steves-stuff/home>

Regards Steve Vallve

## MACCA'S MACHINING & MILLING SERVICES

Tank Valves

Filler Bottle Valves

Shaft Extensions

Engine Plates

Venturis and threaded inserts and general machining.

Phone 07 3288 9263

Mobile 0402 295 370

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.

## **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)

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

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

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

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](mailto: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

### A.C.L.N. ADVERTISING

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 (M. 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"

# WANTED

I am chasing a Gillott Rossi, MK2 or MK3 for Goodyear T/R, not worried about condition as long as it is complete.

Email me at [weapon61@yahoo.com.au](mailto:weapon61@yahoo.com.au)

Cheers Neil Baker

Wanted.

ST46 needle valve assembly and a tongue muffler or standard muffler.

Kim Laughton Mob Tel:- 0403 327 311

[wightsmodelaircraft.com.au](http://wightsmodelaircraft.com.au)

Over 300 products in stock.

**Wights**  
**Model**  
**Aircraft**

New  
Website



New  
Shopping  
Cart

Control Line - Accessories; Bellcranks; Connectors & Leadouts; Covering Material; Engines; Flying Lines;  
- 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.

### Send your articles for publication to Newsletter Editor

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

[hbbailey@optusnet.com.au](mailto:hbbailey@optusnet.com.au)

### 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.

There is also an additional option to have it sent to you by email if you desire.

Annual email only subscriptions are \$15 per year.

You can order from:

M.WILSON  
P.O. BOX 298  
SEAFORD  
VICTORIA 3198 AUSTRALIA

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

POSTCODE \_\_\_\_\_

TELEPHONE \_\_\_\_\_

EMAIL \_\_\_\_\_



AUSTRALIAN CONTROL LINE NEWS

If undeliverable return to:-

**M. Wilson**

**P.O Box 298**

**Seaford 3198**

**Vic**

**SURFACE  
MAIL**