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THE VOICE OF CONTROL LINE  
AEROMODELLERS FROM  
AROUND AUSTRALIA

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Number 27



Produced by the Victorian Control Line Advisory Committee

October 1999  
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**Copy Deadline for next issue is:  
Wednesday 20th October 1999  
PRODUCTION SPECIFICATIONS**

Please remember when submitting copy that if you have access to a PC, or suitable typewriter you can save us retyping by giving us your items pretyped, and please use a good black ribbon for best reproduction.

**Best of all is to send it on a 3.5" disk as a Windows Write, Word for Windows, or as an ASCII TEXT FILE or use Email**

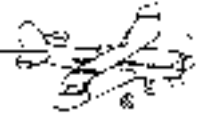
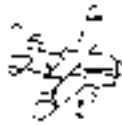
Contest results should be tab delimited, ie use a single tab between each column of results, if submitted by disk. This makes formatting much easier on the editor.

Harry and Paul Bailey at  
37 Thompson Street. Clayton VIC. 3168.  
Telephone (03) 9543 2259.

New Email address:- [acln@ozemail.com.au](mailto:acln@ozemail.com.au)  
Fax is also available, but please notify before sending to ensure fax is active.



# COMING EVENTS



## VICTORIAN CONTROL LINE CALENDAR 1998/99

DATE	EVENT	CLUB
OCT 3	SIMPLE RAT RACE, SIMPLE GOODYEAR	SMAC
OCT 10	<b>FAI TEAM RACE, GOODYEAR, Jnr 2.5cc RAT RACE</b>	CLAMF
OCT 24	FAI, NOVICE & JUNIOR AEROBATICS, VINTAGE A TEAM RACE, AUST B TEAM RACE, BENDIX TEAM RACE.	KMAC SMAC
NOV 7	TRIATHLON	SMAC
NOV 21	<b>FAI &amp; COMBINED SPEED, MINI GOODYEAR, FAI &amp; MODIFIED COMBAT, 1/2A COMBAT.</b>	CLAMF
NOV 28	MONTY TYRRELL CLASSIC STUNT MEMORIAL	KMAC
DEC 5	VINTAGE A TEAM RACE	SMAC
DEC 12	<b>FAI TEAM RACE, 1/2 A TEAM RACE, FAI SPEED, SIMPLE RAT RACE</b>	CLAMF
DEC 19	FAI, NOVICE AND JUNIOR AEROBATICS	KMAC
YEAR 2000		
JAN 30	FAI, NOVICE AND JUNIOR AEROBATICS, VINTAGE STUNT, COMBINED SPEED, CLASS 2 TEAM RACE	KMAC
FEB 6	SIMPLE COMBAT	SMAC
FEB 20	<b>FAI &amp; COMBINED SPEED, 1/2A COMBAT, MINI GOODYEAR, SIMPLE RAT RACE</b>	CLAMF

Events will be flown in order of printing. Events in **Bold type** will be flown over hard surface

**CLAMF** Frankston Flying Field, Wells Rd, Seaford (Melway 97J10), 10.30am start

Contact :- G. Wilson (03) 9786 8153,

Events conducted by CLAM.F at the KMAC Field (Melway 72 K9) 10.00am start.

Contact :- H. Bailey (03) 9543 2259

**KMAC** Stud Rd . Knoxfield (opposite Caribbean Gardens)

(Melway 72 K9) 10.00am start **Note:-** All events listed at KMAC

**Except Stunt** to be run by the competitors on the day

Contact :- T. Matthews (03) 9560 0668.

**SMAC** Memorial Drive, Ross Reserve, Noble Park. (Melway 80 E12) 10.00am start.

Contact :- Reeve Marsh (03)9776 5949

**WMAA** Horsham. Contact :- V. Cresp (03) 5382 4065

**BRCAC** Bendigo-Newbridge Rd . Marong

Contact :- S. Power 03 54 424 925

Competitors at CLAMF competitions are reminded that events **start at 10.30a.m.** and they should be ready to begin at this time.

THE FOLLOWING PROGRAMME IS OPEN TO ALL MEMBERS OF THE MODEL AERONAUTICAL ASSOCIATION OF AUSTRALIA (M.A.A.A.)  
LOCATION OF FLYING FIELDS

(ALL EVENTS START 9 am UNLESS OTHERWISE NOTED)

**TAMWORTH MAC:** CONTACT LEN SURTEES 02 67-61 8508  
**R.E.M.A.C.:** PETER BOARD HIGH SCHOOL, WICKS RD.,  
**S.S.M.E.:** LUDDENHAM ROAD, LUDDENHAM.  
**K.M.F.C.:** ST. IVES SHOWGROUND, MONA VALE ROAD, ST. IVES.  
**S.A.T.:** KELSO PARK, HENRY LAWSON DRIVE  
**I.M.A.C.:** BIRKLEY ADJACENT TO FREEWAY.  
**MUSWELLBROOK M.F.C.:** MITCHELL HILL FIELD, NEW ENGLAND HWY., MUSWELLBROOK.  
**DOONSIDE M.F.C.:** EASTERN CREEK RACEWAY OFF REEN ROAD, BLACKTOWN  
**NARROMINE:** CONTACT STEVE BAKAC 02 68 89 2501  
**CLAS** CONTACT MIKE COMISKY 02 9605 2062

DATE	HOST	EVENTS & VENUE
Oct 2/3/4	Narromine MFC	Macquarie Valley Championships
Oct-16	REMAC	Duke Fox Stunt
Oct-17	Kuring-gai MFC	FAI Aerobatics [F2B]
Nov-7	Kuring-gai MFC	Vintage Stunt + Vintage 'A' T/R + 2.5cc Rat Race
Nov13/14	Tamworth MAC	Country Capitol Control Line Championships
Nov-21	SAT	FAI aerobatics [F2B] at Doonside M.F.C.Reen Road. Prospect.
Dec-5	Kuring-gai MFC	Family Xmas Fun Fly + Flying Xmas decoration
Dec-12	Werrington MAC	CLASSIC STUNT [nostalgia pattern]
Dec-18	REMAC	Family Fun Day-Fun Fly & BBQ end of year get together

All dates subject to change : for further details contact:-

Guy Bevan Hon Secretary CLAS 2 Kamilaroi Rd Bayview 2104 Phone / fax 02 9979 9595 Mobile 0412 465 802  
Email: guybevan@hotmail.com

## DISCLAIMER

The views and opinions expressed in ACLN do not necessarily reflect those of the Editor or Committee's of Clubs or Club Members of the Clubs represented in ACLN but are those of the respective authors.

If these views or opinions offend please address your dissatisfaction to the appropriate author.

## Queensland Control Line Events Calender

### Coming Events

<u>Date</u>	<u>Events</u>	<u>Venue</u>
Oct 10th	CLASII Rat, Vintage B, Vintage Stunt	CLASII
31st	Mouse, CLASII Rat	T/Birds
Nov 7th	Class A, Class 2	ALC
21st	CLASII Rat, FAI Combat, 2.5cc Rat & Scale Fly In	—
28th	Mouse, 2.5 Slow Combat, Jnr Combat	T/Birds
Dec 5th	Christmas Party/Fun Fly	ALC
10th	Pre-entry closing date- Millennium Champs	
12th	Christmas breakup BBQ & Presentation	CLASII
Jan 1-4	YEAR 2000 "NEW MILLENIUM CONTROL LINE CHAMPIONSHIPS"	

Please note that John Taylor is not standing for the MAAQ Control Line Administrators' position on 25/9/99. He thanks you all for your help and co-operation over the last two years.



### TARMAC NOTES FOR AUGUST AND SEPTEMBER

I have seen the first prototype of the new Supercool stunt prop in action. It was an 11" x 5", wide blade prop, much in the fashion of the BY&O, but featuring undercamber. It was of course, as is usual with Stuart Sherlock's work, beautifully made in carbon fibre reinforced epoxy. It seemed to work very well; dragging his ex Brian Eather 'Firecracker' stunter about in fine style. The second model of this new propeller design to be produced will be an undercambered 10 inch diameter prop about equivalent to a 10 x 6, or so I believe. Available soon. Enquiries by phone or fax to 08 9247 2481.

The TARMAC Club Stunt contest was held on August 14th. On site was the famous team of Gibbs and Cunningham with two freshly finished 'Small Fry' models powered by the thundering Mills 1.3 diesels. By the time that I arrived, Dicky Gibbs had put a dent in his, rendering it temporarily unserviceable, so Alex Cunningham decided to put his away to fly another day. I will have to wait a bit longer to see them in action after all. The day was fine but dull, so the sun was not a problem for a change. Not too bad overall, but there was one windy patch that caused havoc with the already suspect stunt patterns produced by some of us. The wind seemed to be blowing at hurricane force at the top of the circle while being light, variable and from different directions at ground level. It certainly mucked up the placing of manoeuvre's for more than one pilot and it caused a few disturbing moments of free flight as well.

However the usual turbulence off the trees was absent for a change. The contest was well judged by Kevin Sharp (who still has not produced his 'Impact' stunter for us all to look at). Thanks for all the good work Kevin. The results, when finally calculated, were Phil Trueman first, Charlie Stone second and Jim Stivey third.

We are seeing more of our old pals coming back to try the challenges of Control Line. Some wearying of Radio, some needing to rest the legs from those cross country jaunts either chasing wandering free flight models or searching for places to fly them. They are all more than welcome, but I have noticed that some bring with them a habit learned in the wide open spaces that is not so well suited to our more circular activities. In the paddocks, the tendency is to cart your box of spares and models to a likely looking spot well away from obstacles, downwind of trees etc, and use that as your base of operations. From there the plane is launched and generally whizzes off downwind from whence it is retrieved and brought back to the box. There are of course notable exceptions to this rule such as the time that my 'Cardinal' flew straight upwind and landed in a lake. Therein lies the excitement, uncertainty, and some of the fun of free flight.

In control line things are somewhat different in that the model remains in more or less the same place when flying and in fact passes directly over the take off point. It may even land back exactly on the spot from which it left. That is fine, even commendable in some circumstances, unless the battery box has been left at the point of take off. If so there is a good chance that you will clobber it, causing harm to the plane and unhappiness to yourself. I speak from bitter experience. The pilot can do something about this problem for himself by deliberately taking two or three paces away from the launch point after take off. Then if the battery is left behind (and provided that he doesn't wander dizzily all over the circle) the plane should land alongside the battery rather than into it. The best option though is to ask the person releasing the model to take the battery back to the pit area for you, thus eliminating any risk at all.

I realise that to any experienced control line flyer this tip is like teaching Grandma to suck eggs, but it may help someone less experienced. Incidentally, it has just occurred to me that I never saw my Grandmother sucking eggs, so she may, in fact, have needed teaching.

The August club meeting was held as forecast at the Stone's residence and it was pleasing to see a very good roll up for a change. More than double the typical attendance at the clubrooms by the flying field. Jim Stivey's suggestion that we revert to the process of moving the meetings around club members homes and workshops seems to have borne fruit. Of course it may have something to do with the increased chance of being fed at the meeting and I did notice that Chris' end of meeting supper was met with approval (Bruno likes home cooked apple slice).

Dicky Morrow, who is now the State competition secretary, brought along and distributed several outstanding trophies. For which all those that have been waiting on them are most grateful. While on the subject of trophies, Phil Trueman brought along a very impressive perpetual trophy that he has donated for the Annual TARMAC stunt competition. Jim Stivey never misses a chance to get some work out of the assembled masses, so at the conclusion of the meeting a

production line was set up to manufacture streamers for the upcoming Vintage Combat competition. We ended up with a kitchen full of busy aeromodellers dividing their time between tea, cakes and combat streamers.

The World Free Flight Championships for 2001 have been confirmed for mid April in that year. This will impact on the timing for the National championships scheduled for WA in that year, excluding any chance of an Easter Nationals here. Present indications are that the 2001 Nationals will be held in January at Busselton, a large coastal town and popular holiday destination 250 kilometres south of Perth.

On the 4th of September the bunting and ropes were out for the first time in a long while to keep the spectators at bay. There were quite a few onlookers; mostly aeromodellers or ex-aeromodellers and associated family members. The occasion was the long awaited Tony Ostle memorial Vintage Combat event. Jim Stivey put in a lot of work to bring this event to fruition and it paid off. The weather turned out to be just perfect; reasonably still, but dull, so that contestants were not bothered by the usual blinding afternoon sun. Some said this was due to the benign influence of Tony Ostle keeping an eye on proceedings from above. Others were less sure since the weather bureau had mentioned the possibility a couple of days earlier. Jim had organised a big silver trophy to replace an earlier Combat trophy that had mysteriously vanished, and a replica trophy for the winner of the day. They were displayed on a table not far from the Barbecue where Lorraine Stivey was toiling away feeding all the hungry ones. There were plenty of spectators and I saw quite a lot of the old brigade among them. Pete Somers, Dave Moignard, Rex Wedd, John Collins, Theo Merrifield, Dicky Gibbs; the list could go on.

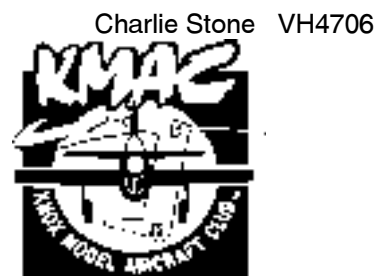
There were 10 entrants, including Peter Smith who came all the way from Canberra, and a variety of different model designs in evidence. I saw Cobra, Flingel Bunt, Super Splinter, Ironmonger, Oliver Twist (or was that Twisted Oliver?) and several unrecognisable oddities. Garry Turna must be a bit like that other military bloke, MacArthur. He has returned (and with a vengeance) as a contestant to control line (That is twice this year). He made skilful use of a very effective Frank Smart design, the Ironmonger, something that he had a lot of experience with in an earlier lifetime. It seems that he has not lost his touch. At the end of the day Garry was the winner, Alasdair Taylor took second place with Bob Fry and Richard Bellis tied for third.

From time to time, most of us want to carve balsa from inside awkward spots. Like hollowing blocks out. Some years ago I bought a set of Exacto hollowing tools or gouges, that fit into one of the larger Exacto handles. I thought then that they would be perfect for those jobs. For some people they may be, but I couldn't make them work for me. The problem was that they had the cutting edge formed by a chamfer ground on the outside edge of the tool. This is almost certainly done because it is easier to manufacture that way. The result is that the blade had to be held at an odd angle to cut, and mostly it was more a tearing than cutting. So despite looking useful, they haven't had much use at all. Then quite recently I found an alternative that does work for me, fits in the same handle and can be made in the workshop as well.

I had been using a punch made from that very useful

material, K&S brass tubing to cut some holes in balsa sheet. This tubing is very thin walled and it is easy to put a razor sharp edge on it by cutting a chamfer on the inside edge with a number 11 scalpel blade. By doing this you can make a tool that cuts balsa extremely well. It occurred to me that I could make a hollowing tool along the lines of the Exacto gouge from this stuff. I proceeded to cut a short length of the tubing (about 8 mm) and having sharpened both ends, soldered it at right angles to a short piece of thicker walled 3/16th inch brass tube which fits the hole in the handle. And LO! it worked perfectly, enabling me to cut quite thin shavings from the block that I was working on. Now this idea may be common knowledge out there, but if so, I didn't know. The brass provides a cutting edge that lasts very well cutting balsa, but they are easily resharpened or replaced if they do wear out. Mine haven't as yet.

That is it for this month, here are a couple of thoughts to end off: 'Learn by the mistakes of others, you won't live long enough to make them all for yourself.' and 'There is never enough time to do a job properly, but there is always enough time to do it again!'



## KMAC MEETINGS FOR DAYLIGHT FLYING

KMAC will be making the most of the daylight saving this summer by switching its evening meetings to the flying field. During daylight saving (weather permitting) the meetings are at the flying field which is on Stud Road opposite the entrance to Caribbean Gardens.

Bring a model, talk building, engines and most of all flying. Be sure to be there a little early for that evening to make the maximum of the daylight saving. (Most evening fliers pick up a take-away meal on the way to the field.)

In the event of bad weather, the meeting will be held at the hall as usual.

### NOTE THESE DATES:

October	15th 8pm hall
November	18th 6.30pm flying field
December	16th 6.30pm flying field
January	21st 6.30pm flying field
February	18th 6.30pm flying field
March	1 6th 6.30pm flying field
April	20th 8pm hall
May	18th 8pm hall
June	15th 8pm hall
July	20th 8pm hall
August	17th 8pm hall
September	21st 8pm hall
October	19th 8pm hall

(Knox Model Aeroplane Club meets the third Thursday of each month at the church hall on the north east corner of the intersection of Stud and Ferntree Gully Roads, Knox. All enquiries should be to Derek Pickard on 98891149.)

## ENTRY FORM

### 1999/2000 QUEENSLAND CONTROL LINE STATE CHAMPIONSHIPS

- All events will be held at the Aeromodellers' of Logan City facilities adjacent to Chetwynd Streets, Loganholme Qld 4129 on the weekends of 22/23 and 29/30 January 2000.
- Event priority will generally be Junior, FAI and National rules events on the first weekend with Queensland rules and Scale on the second weekend.
- Trophies will be awarded to the top three plac getters in each event the same day events are held.
- If sufficiently subscribed a BBQ will be held at the field at 6.00pm Saturday 22 January. Adults/Children's prices are \$15.00/\$8.00 respectively.
- Entry fees are \$8.00 and \$4.00 for Seniors and Juniors each respectively. Team entries will of course be double. An Administration charge of \$10.00 per entrant is also payable. Closing date for entries is 17 December 1999. Only events for which five (5) or more entries have been received by that date will be held. Cheques etc to be made payable to Aeromodellers of Logan City Inc.
- Entries (together with a stamped, self addressed business size envelope to facilitate receipting/return of fees received and dispatch of State Champs program and bulletin) are to be mailed to reach the following on or before the closing date:

The Secretary  
Aeromodellers of Logan City Inc.  
c/o 2-24 Appaloosa Court  
MUNRUBEN QLD 4125

EVENTS	TEAM MEMBER	FEE	PAYABLE
F2C Team Race			
Junior Rat Race			
Goodyear T/Race			
Class II T/Race			
Bandix T/Race			
2.5cc Rat Race			
Vintage A Race			
Vintage B Race			
Mini Goodyear T/Race			
Mouse Race			
CLASS I Inc. Race			
Combined Speed (No. Models entered @ \$8 each)			
F2A Speed			
F2B Aerobatics			
F2D Combat			
Junior Combat			
Open Combat			
*95" Slow Combat			
Vintage Stunt			
FAI Scale			
2.5cc Slow Combat			
<b>ADMINISTRATION CHARGE</b>		10	00
<b>BARBEQUE ( Adults @ \$15 - Children \$8 each)</b>			
<b>TOTAL OF FEES AND CHARGES PAYABLE</b>			

I,.....(print name) as an entrant in the 1999/2000 Queensland Control Line State Championships agree to fully comply with all the Terms and Conditions of Entry published in or with this form.

Address.....

.....Postcode.....

Date of Birth.....Junior/Pensioner/Senior

Entrants Signature.....Aus No.....

**READ THIS CAREFULLY OR YOUR ENTRY MAY BE INVALID**

**TERMS AND CONDITIONS OF ENTRY**

**QUEENSLAND 1999/2000 CONTROL LINE STATE CHAMPIONSHIPS**

**Lodgement of Entry:**

- 1 **Entry must be lodged on the correct form.** (It is recommended that each entrant retains a copy of their entry).
- 2 **The person entering must sign as the Entrant.** indicate whether Junior, Pensioner or Senior and include AUS number. Where a team event is entered each team member must submit a separate entry form.
- 3 **All fees liable and payable must be either lodged with an entry or paid before the closing date, namely 17 December 1999.**
- 4 **'Late' entries will be accepted at the discretion of the organiser only for those events fully subscribed by the closing date.**
- 5 **Each entry must be accompanied by a stamped, self addressed business size envelope to facilitate receipting and communication with the person lodging entry.**

**Closing date for Entry:**

- 6 **Entry must be received by 6.00 pm on 17 December 1999** at the address indicated on the entry form.
- 7 **Entry received after that time will be scrutinised for delay in the mailing system and may be accepted by the organiser.**

**Payment of Administration Charge and Entry Fees:**

- 8 **All fees and charges liable and payable must be lodged with each entry or paid separately before the closing date.**
- 9 **Fees will only be refunded where less than five (5) entries are received by the closing date.** Non-attendance will not be grounds for refund of fees.
10. **An Administration charge of \$10.00 applies to each entrant. Event fees are \$8.00 and \$4.00 per event for Seniors and Juniors respectively**
11. **Each class or category entered in Combined Speed will attract an entry fee of \$8.00 (Senior) or \$4.00 (Junior).**
12. **Each team member entering one or more team events must lodge a separate entry form with the appropriate fees.**

**Minimum Number of Entries per Event:**

13. **No minimum for Junior Rat, Junior Combat or Junior Aerobatics as long as competition can take place.**
14. **No minimum for F2A Speed, F2B Aerobatics, F2C Team Racing or F2D Combat as long as competition between entrants is possible.**
15. **A minimum of five (5) entries must be received by the closing date for any other event to be scheduled and held.**

**Entrant/Competitor Responsibility:**

16. **As an express condition of entry each entrant/competitor in the Championships will make him or herself available to assist the organiser in the timely running of events either by complying with any timetable promulgated for events entered or helping conduct other events.**

**Organiser's Prerogative**

17. **Aeromodellers of Logan City as the organiser for and on behalf of M.A.A.O. Inc of the 1999/2000 Control Line State Championships retains the right to reasonably amend, delete or add to any or all of the Terms and Conditions.**

**FOR ENQUIRIES PLEASE PHONE: 07 3200 1308, 07 3341 0457 or 07 3207 6325.**



## Return of the Prop Doctor

Those who bothered to read last month's PANIC epistle may like to hear the sequel, now that I am back from the South Western Regional C/L champs in Dallas.

First, my Profi counterweights were still not quite right, just grazing the inside of the spinner. Jed and Scott in LA set me right on this so the next lot should be right on. They were happy with the new "click" in feature, although at first they thought it should be filed off!

Didn't get to meet George Aldrich, he went into hospital to have cataracts removed. I phoned him; he is doing very well and delighted with the results. So to George, take it easy and we in Oz wish you a quick recovery and want you back in harness right away! I gave the new 10X5's to Bob Lipscombe to pass on to George, so now we must wait for the maestro to test fly them. Incidentally, Bob thought Joe Parisi was living in Perth! Hey, where are you Joe?

The Doppler sequel is that my FM Tx's failed to have sufficient range at our secret base in the California desert. They were swamped by traffic on the crowded FM band in California. I was getting airline pilot chatter instead of engine noise! So I bought a little book on aeriels and the next step is to build some Yagi antennas to beam the signals direct to the Rx., rather than spray my signals all over the place with the original vertical dipole.

Even worse, my land-lines also failed on the old Castle Air Force B52 SAC base. This was baffling, as they tested out fine when I first laid them. The rig comprised two microphone units connected by 300' of cable in a T configuration to 1600' of wire back to base and the tape recorder. With no signal other than a country music station (!) arriving at the recorder, I set about testing. At the recorder end, I picked up about 40 ohms which seemed about right. Diconnected at the T, the line was open circuit, also right!

You guessed it. Not bugs, but rabbits. They ate the cable, leaving one end shorted and the other open! Next time I lay 1080 as well. The black helicopters were also circling in the distance, but this was definitely Bugs Bunny, that wascally wabbit.

Moving right along, I have to tell you the folks in Dallas were so friendly I could scarcely believe.

My reservation at the Sleep Inn was done with a phone number the guys sent me, but I got the address off the Internet. So I arrived at the Sleep Inn Richardson to find no booking! Hell, that was bad. It transpired there were 3 Sleep Inns in the area, and the one I wanted wanted was neither on the net nor in the motel guide book! So imagine my joy when, after traipsing over to the Sleep Inn at Plano, Rosemary the receptionist managed to find my hotel, and then drove me for an hour through heavy traffic to get there!

What a woman!. She started her career as a C5 jet engine mechanic in the USAF, and ended it as an administrator working for the Air Force Chief-of-Staff. Rosemary, I salute you, and promote you to Honorary Man.

I think I figured why that Sleep Inn was not in the guide book. I woke up at 2am one morning to find ants marching

over the top of me. When I presented some ant corpses and my dishevelled self to the front desk, the guy just asked me where were the ants going to? Lucky they weren't Fire ants, which are slowly spreading into Texas and wiping out the native wild life as well as motel patrons. They even kill deer by biting their eyes and sending them blind.

Must also thank Steve Moon who helped me with all the details and getting to the field, and also Jim Cooke who very graciously took me to dinner with his family and showed me around the Model shops. These latter were every bit as you would dream a model shop to be. Most had a good range of C/L gear, including reproductions of the original Nobler kit, Fox 35's and fancy carbon control linkages with titanium ends and machined clevises (Bobbye Hall's Hobby House, bobbyehall@aol.com).

Outstanding in my memory was the MAL (Model Aircraft Laboratory, [www.flash.net/~malhobby](http://www.flash.net/~malhobby)) hobby shop. Run by Edgar Seay, both junior and senior, this shop has an accumulation of aeromodelling history going back to WW2. There are ancient kits, engines, cut-on-site balsa, F/F rubber kits, magazines, you name it. A real museum, a must-see-when-in-Dallas. If you want Texas Timers for F/F, you should enquire there.

After all this, the contest was a bit of an anti-climax. It was about the size of a NSW State Champs, with jet, stunt and various forms of Goodyear the most popular.

Jet was interesting, as Mr Bailey of Bailey jets was present. He mentioned all the different problems he came across trying to weld thin sheet metal into tail pipes and combustion chambers for pulse jets. These problems are not yet solved: he is looking at laser welding at present. Among these problems were titanium contamination of the stainless steel, and oxygen embrittlement along the edge of the weld. Mr Bailey had spent two years just trying to get one decent weld out of his new welding machine.

The Bailey jet has a larger combustion chamber than the Dynajet. Evidently the Dynajet gives most power when its pulse frequency is lowest, so that the model emits a moaning sound. Since the tail pipe diameter is fixed by the rules, it is hoped that the larger combustion chamber may have the same effect.

Incidentally, I had a portable computer (Acer) with built in microphone with me, so I was able to do a Dopplers analysis on the jets. One could see from the Spectrogram trace that it took the jets about 3 laps to get up to speed. The fastest there showed a pulse rate of 13800 ppm at 200 MPH on the Doppler. Stopwatch was a little less, probably due to the slow wind-up. This was an extraordinary model, by the way. Its appearance was distinctly alien, enhanced by the jet-black finish. The outer wing was raised above the out-slung jet, while the inner was level with the wing. Fuel was 80% methanol, 20% propylene oxide.

I noticed this chap polishing his valve seats on a sheet of glass covered with fine abrasive paper. Starting was all done with the traditional hand pump. Real tough work in the heat and humidity of Texas at that time of year. There were some 6 jet entries, and lots of flying.

The Stunters were mostly well flown, although I noticed that many were too slow to handle crisp overhead 8's in the varying wind conditions. Many Eather/Firecracker props were in use on the piped engines, while the unpiped engines wore a whole range of props, with B-Y&O props most in demand. Also saw some Stalker carbon fibre/wood and carbon stunt props. These were reported to work very well on the Stalker engine, which has a great reputation for performance and reliability. I noted that the Stalker props had a lot of pitch at the tips. The chap who owned them

claimed that stunt props work best if they have a roughened surface finish.

On the subject of pipes in stunt, I noticed one piped model flew well thru the pattern but leaned horribly and screeched around the circle for about 10 laps before the motor cut. Some guys had done temperature probe measurements in the pipe and found that when the motor went lean the temperature went right up and it was impossible to needle the motor rich again.

Also of interest, there were many profile-fuselage stunters present.

Finally, some insight on fuels.

Bob Lipscombe filled me in on NACA work on water in fuel (methanol). This is a problem we have experienced in FAI F3D pylon. The organisers supply the fuel, and it is often contaminated with water. The result is detonation, and compression has to be lowered, a very annoying problem for the contestants. Adapting to the fuel is one problem we don't need.

Methanol absorbs water from the atmosphere quite readily, so just opening your tin is a problem. NACA found that this water can form microscopic droplets which, when in the combustion chamber, become super-heated, then flash into steam and cause detonation. (I assume from the increased compression)

Now it happens you can test for water in your methanol using silica gel. You dry out the dyed variety, which I think is blue when dry, and lower some into the methanol. If it turns pink, you have water in your methanol, and problems if you run high compression or want consistent needle settings.

But all is not lost. There is a second form of silica gel, which looks like sand and is white. It is used for drying out flowers. You dry this out and leave it in your methanol for several days and this removes the water from the methanol. Retest, and repeat if the test fails. You need 500g of gel for 4 litres of methanol.

If the fuel is already mixed with oil, I do not know what happens. Bob says it ruins the silica gel. However, it would be interesting to know if the mixed fuel could be tested with the blue gel, even if it ruins the gel, as this could save a lot of heartache. Nitro does not appear to absorb water.

That's it for this month, keep those cheques rolling in, I am now destitute from all this travelling.

Stuart L Sherlock



The day could only be described as magnificent. Spring was in the air with blue sky, warm sunshine and just the slightest of breezes. Warragul had turned on perfect flying weather for the Latrobe Valley Flyers, their guests from near and far and this control line modelling festa at the Showgrounds.

The oval's green and lush grass was cut short enough to ensure smooth landings for both Aussie A & B racers. Not a huge entry for this inaugural event, but boy, was the racing close!

The new Latrobe Valley team of Graham Keene and Greg and Andrew Beevor were racing in B Class for the first time. They were flying the Razzamachas with its hot OS 25. Graham's practice flights showed he had the takeoffs completely under control with only the landings needing a little more work, while Greg's starting and Andrew's battery work got better and better as they both gained more confidence. They ended up breaking 4 minutes, recording 3.59.40. A great first up effort. Let's hope we can see more of them in the race circle.

Jim and Colin Ray got their B Class act together big time. In practice, the MRS modified LA 25 Firebrand was returning sub 17's for 7 and the opposition were really taking notice. Wow! This "Californian" motor has now arrived! The good form continued in the first heat when they established a new Australian B record of 3.13.75 for the 70 laps. And there was certainly more to come. Unfortunately, the Cosmic's record lasted only about ten minutes as John Hallowell and Keith Baddock were stung into action. They took advantage of the fast Gippsland air to post a new best 70 lap heat of 3.12.93 with the reserve Cresendo, which was to have been piloted on the day by aerobatics flyer extraordinaire, PJ Rowland. The Cresendo was designed by another stunt flyer, Ken Taylor, in the 1960's.

In the first heat Hallowell / Baddock had a down line end break at the handle resulting in a series of loops before a nasty crash and a broken wing for the Antares. Fortunately, it is easy to fix. It was not the best introduction to team racing for Graham Keene, the other pilot in the centre. But to his credit, he remained calm in the crisis. The lines were just over a year old and probably had less than 20 flights. It goes to show that you just can't pay too much attention to the condition of your lines, particularly the bound ends of stainless steel multistrand. The danger to other modellers and spectators is very real and can not be underestimated. When conditions allow, I now plan to make more use of single strand .16 thou. lines. The bound ends do not flex like multistrand, so they are much more likely to stay strong.

Harry Bailey had the vast experience of Graeme Wilson and Mark Ellins in his corner (or pit) to help him record two consistent times around 3.30. I think Harry's 3.31.66 would be a PB for his OS 25 Double Dice. He was set to fly the 140 lap final, which looked like being a real beauty.

Keith, assisted by Ken Hunting on battery, had the royal blue Cresendo first away. The Firebrand was the equal in airspeed, both models having the edge on the Double Dice. There were two 25 FP's vs a LA 25. It was a good, clean race, the sort of thing that makes getting up early and driving 100 k's well worthwhile. It was down to the wire, control line team racing at its very best. There was nothing between the Ray's and Hallowell / Baddock. When the watches stopped, there was barely a blink or a flick in it. Keith and John had got home first by less than a second! And the Cosmic's claimed to have raced over the first 70 laps in 3.09! Shades of things to come.... And wait till Willow and Mellins get that Enya roaring!

#### Results of Australian B T/R at Warragul on 12/9/99.

1. Hallowell / Baddock	DNF	3.12.93 (rec.)	6.33.56
2. Ray / Ray	3.13.75	3.13.23	6.34.28
3. Bailey / Wilson	3.32.28	3.31.66	7.26.44
4. Keene / Beevor	DNF	3.59.40	
5. Hunting / Hunting	DNS	DNS	



More now on Class B lines. I would like to share this email just received from Peter Hatherell, as it also highlights the need for extra line care.

*This is just a quick note to fill in after Bendigo. I am now summoning up the courage to take the knife to my blue Vintage B Kestrel based racer. It needs new leadouts. I think I showed you the old ones after the final at Bendigo, with one loop of the laystrate leadouts broken. It finished the race on one loop of light weight wire, I originally had 3 loops through it, and over the years one has worn through, with one breaking at Bendigo, leaving just one to finish the final. I am now examining all my other planes of the same era, (the ones I have left anyway). The plane itself was one we flew at Wagga Nats in Class II, so that makes it a few years old. I probably should have had the leadouts inspected before this, but out of sight, out of mind. It passed a pull test at home on the Saturday before I left for Bendigo. Anyway I have to do this, plus finish a new Vintage A "Black Chiffon" that it is almost up to the painting stage. I have very few racers left at the minute, so will have to get these finished.*

Regards

Peter Hatherell peterh@netconnect.com.au

Thanks Pete, and we hope to see you and Vic at Knox on October 24 when Vintage A, Australian B and Bendix are on the card. Now to talk about some history in the making... down Gippsland way at Warragul, the host site for the first ever Australian A team race.

For those that don't know, Australian A is exactly the same as Vintage A except that we use plain bearing, unmodified 2.5 glow motors such as the OS 15's. Cheap, yet very exciting racing. And very close. Just have a look at the times, particularly the heats. Models used were a Fury, a Voodoo 1, a Pluto and a Footprint.

Jim and Colin Ray continued their fine form, making the fastest heat and then winning the final. They now have the heat and final times for everyone to chase. Although the Cosmic's had identical airspeed to John and Keith, they managed extra laps and eliminated a pit stop in the final. Harry and Graeme were a bit slower in the air, but their OS 15FP motor sounded superb in the air, doing a constant 36-37 laps on an APC 7 x 5. The Dream Team of John and Ken Hunting were in the thick of the action early, but a few problems slowed them down.

All in all, a remarkably successful first up race which will undoubtedly be the forerunner of many, many more. Most teams have an old A model hanging up somewhere at home and it's pretty easy to retro fit an FP or similar. If you want to go racing and don't have a few hundred to spare on a motor, pick up a second hand OS for around fifty bucks and....away you go ! Another good point is that unlike Oliver diesels, silencers come as a standard fitting for a modern glow. So, if we have to fly in a noise sensitive area, here is the easy answer.

#### Results of Australian A, Warragul, 12/9/99.

1. Ray / Ray	4.15.90 (rec.)	DNS	8.29.00 (rec.)
2. Bailey / Wilson	4.17.75	4.19.25	8.39.44
3. Hallowell / Baddock	4.16.37	DNS	8.50.00
4. Hunting / Hunting	4.30.03	DNS	

JOHN HALLOWELL VH1984.



## Latrobe Valley Control Line Group

Report on Sept 12th competition at Warragul

You may remember the last report on our Moe flying day containing a reference to some Galah predicting the demise of our planet - he could still be right yet!! However, the bonus so far is that September 12th came and went with nothing more momentous happening than a thoroughly successful Sunday's outing being had by more than thirty flyers and officials coming as from far away as Ballarat in the west to Maffra in the east and places in between.

Conditions were the next best to idyllic with a clear sky, warm sun and the slightest of a westerly to south westerly breeze to carry most of the prop and model turbulence out of the circle.

The oval was in great shape, having been mown four times the previous fortnight following a conversation I had with the obliging Shire employee responsible for the job. Actually, I think I just heard him popping the top on one of his fringe benefits - who said graft and corruption occurs only at high level.

Details of the racing events will no doubt appear in John Hallowell's column. From various comments I heard it seemed that all had a satisfactory day out.

An extra spot of excitement occurred when a down line break on John's racer caused a number of consecutive loops and a line tangle with his fellow racer. He will no doubt have the facts on that one in his report.

The only aerobatics flights that I saw in their entirety were my four and the two that I judged.

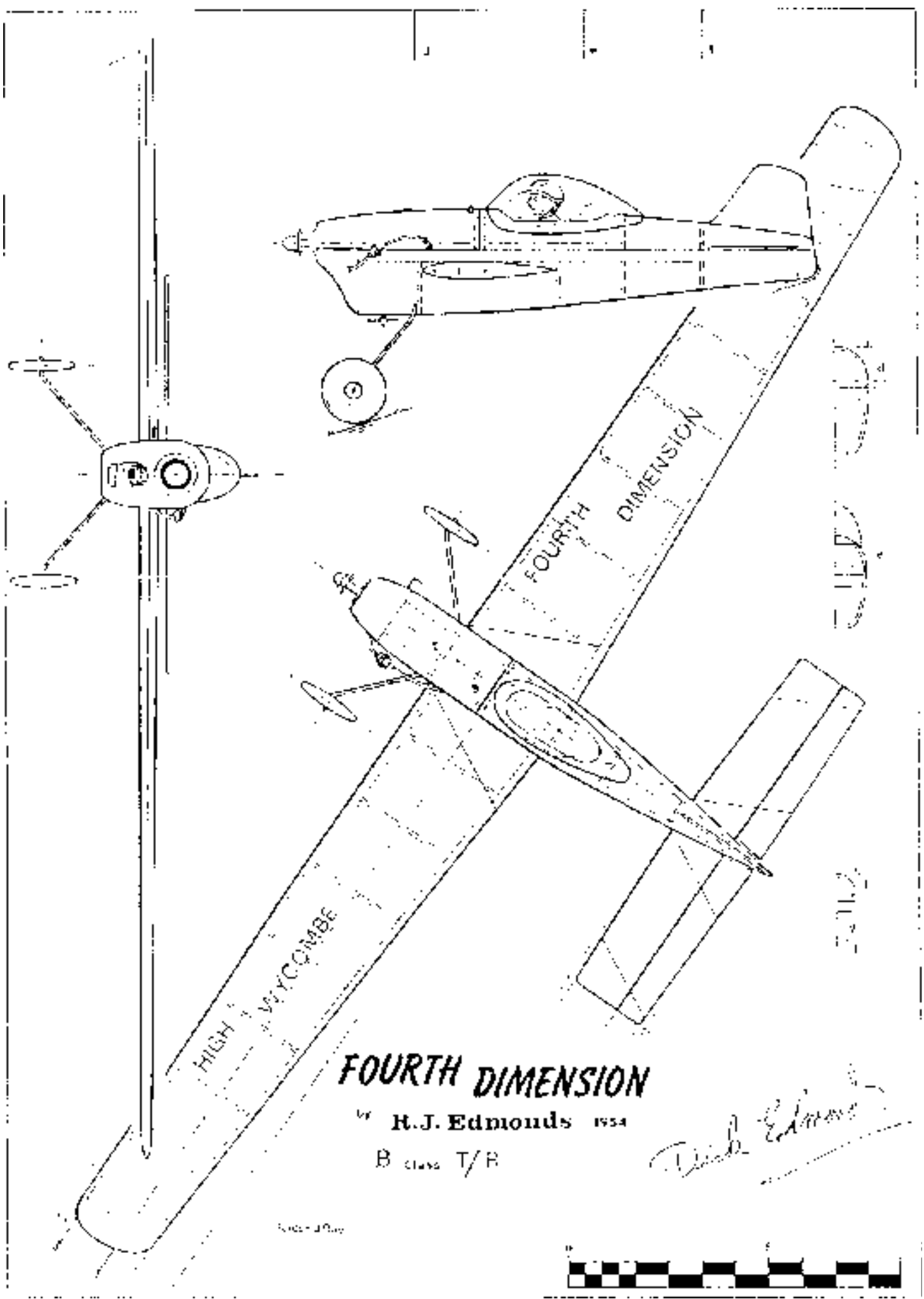
At this point I must offer my sincere thanks to Bill Cecil, Steve Mitchell and Vic Mitchell who judged the two rounds of Vintage. To Peter Roberts for his work in static judging, and to Robin Hiern, Peter Rowland and P.J. who covered the two rounds of Classic. All seven volunteered their services which was most appreciated. Thanks, fellas!!

As C.D. I had the two circles to keep moving which kept me nearly as busy as the bloke with no arms or legs who swam the English Channel - but then, he must have been a clever dick.

Photo:- from Warragul

Steve Mitchell Alan Harrison Vic Mitchell





**FOURTH DIMENSION**

by H.J. Edmonds 1954

B class T/R

*H.J. Edmonds*



Clashes between the two circles and some racing events meant that the draw soon became redundant and many flyers that were asked to step into the circle on very short notice. All were happy to do so - thank you, guys, for your co-operation.

Vintage Aerobatics entrants included Alan Harrison from the Essendon / Kielor East area with his Mk1 T'Bird/Merco 35. Alan had a flame out in his first round which was no help to his final score.

Robbie Hiern flew his nicely repaired Thunderbolt / Frog 500 while Dave Lacey, down from Ballarat, elected to fly his Tucker Special with a Fox providing the urge.

Paul Richardson's Super Zilch with a MAX11 OS29 flew very well following the setting up of some down thrust on the motor and reducing the rudder offset. Paul finds that the model turns better and is more predictable, although it's overweight at 48 ounces.

P.J. Rowland produced his Hot Rock / Enya 19 which he handled very well. Typical of many early thin winged designs, it needs to be flown fast with careful control input to avoid stalling and general misbehaviour.

Another Ballarat visitor, Martin Tuddenham, brought with him his Doug Grinham designed Venus which was powered with an O.S.35.

Graham Vibert, flying in his first contest, suffered the typical dry mouth and shakey knees but obviously had a ball with his Ringmaster / O.S.35 combination. Now that he's broken the ice, my guess is that we'll see him again soon in the competition circle.

Yours truly flew the trusty old All American, powered this time with a Fox 29.

#### Vintage Aerobatics Results

	Static	Best flight	Total
1. P. White	110	560	678
2. P.J. Rowland	76	527	603
3. P. Richardson	117	435	552
4. R. Hiern	101	436	537
=4 D. Lacey	88	449	537
6. M. Tuddenham	68	453	531
7. G. Vibert	55	365	420
8. A. Harrison	?	?	408

Seven fliers battled it out in classic stunt with Mark Ellins flying his Fox 35 Gieseke Nobler. Although rather battle scarred, the maroon and blue model motored around quite well.

Robbie Hiern used his ex- Doug Grinham Skylark with a Fox 35 up front while Dave Lacey again flew the Tucker Special. Paul Richardson's Royal Blue and yellow windy looked good in the air as his Fox 35 hauled it around. P.J. Rowland took time off from judging to fly a couple of good patterns with his Ancient Nobler with its OS MAX 35 performing well.

Martin Tuddenham flew his Venus, which seemed to be handling quite well, although at one point he was seen doing a quick gallop across the paddock to successfully take up some slack line.

Yours truly, flying a new Fox 35 powered Nobler, had the experience of an adjustable push rod end break with only fifteen flights on the board. The resulting vertical arrival after completing the cloverleaf left the Nobler embedded in the soft ground with the cowl (and the pilot) shattered and the first 2 1/2" to 3" of the top block scarred but with no structural damage.

#### Classic Aerobatics Results

1. P. White	3498 PTS
2. P.J Rowland	3450 PTS
3. M. Ellins	3179 PTS
4. P. Richardson	3008 PTS
5. R. Hiern	2867 PTS
6. D. Lacey	2693 PTS
7. M. Tuddenham	2615 PTS



Photo:- Greg and Andrew Beevor at Warragul

The barbecue lunch went down well with snags and onions supplied by Paul Richardson, bread and sauce by Graham Keen and BBQs by Paul, Greg Beevor and yours truly.

During the day, Dave Lacey expressed the desire to run a similar day at Ballarat early next year if there was sufficient interest. Give it some thought and watch this space for further developments. The day ended with presentations to various place-getters and the awarding of the Whelan Trophy to John Hallowell for his efforts in and out of the team race circle.

Once again, thanks to all competitors and officials who participated to make the day the success that it was. It looks as though we might do it all again in 12 months time.

The October 3rd meeting will be held on the grounds of Hobson's Park Hospital in Traralgon.

Information regarding the day can be obtained from Paul Richardson on 51 47 2374, mobile 017 943 728 or from Peter White on 56 23 5120.

#### 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 (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".



2-24 Appaloosa Court,  
Munruben Qld 4125

Dear Harry and Paul,

Thanks very much for running my personal classified in the recent editions of ACL News. I have done quite well in obtaining most items I sought and would like to thank Alan Mattheson-Harrison, Paul and Mark Dillon, John Goodwin, David Owen Alwyn Smith, Steve Todd and Maris Dislers (as well as anyone I might have forgotten) for their offers and help.

I would now like to obtain a specific control line handle. (**See wanted Advert**)

We are attempting to start a self help Combat group here in Queensland to assist intending and existing competitors and ensure that adequate organisation is available for each competition. Eventually we hope to produce a newsletter covering a broad range of topics which will of course be available to ACL News. If any non-Queenslanders are interested in associating with us they can contact me at the above address or on (07) 3200 1308.

Once again thanks a lot and keep up the good work. It really is appreciated.

Regards,  
Brian Burke

The next letter came via Guy Bevan using Email (My address is on the front cover) The subject matter was an article published in VCLN Sept 1995.  
Guy's Email address is:- guybevan@hotmail.com

Guy...I was over at my buddy's and saw this picture of a 10cc team racer and decided I have to design and build one for myself. Can you help me find how to contact Ross Filshie in the photo, and get some rules for these beasties? I am specifically wondering what these guys weigh, whether the wing area spec is for exposed area or projected area, type of refueling technology allowed, etc.

I am trying to promote the event here in the US of A, and am planning on these extra constraints: Baffled piston engines only, no Perry Ports, front intake only, except for McCoy, Dooling and Hornets or original vintage clones thereof...the idea is to promote use of inexpensive old RC donks from the 1960's and '70's.

Also, 10% nitro/20% oil fuel provided per all our other racing and speed events, and two .021" braided lines...to make AMA happier. Trying to promote the event without a model is not easy! I've got the engine I plan to use, an HB .61 bought just for this, NIB. This design of Ross' will be an arm stretcher, mine will be user friendly. I just hope I can create something as beautiful, mean and brutal looking! I can hardly wait to see these racing 3 up! Thank you for any help you can give.

Steve Helmick

PS: I was made a Certifiable Ozzie by the '93 WC Free Flight team (I took Yamaha and chased for them for a week, also in '79). Visited OZ in '83 for the Goulburn WC...I'll be back...

### 1999/2000 Queensland Control Line State Championships

The timing of the Nowra Nationals has prevented us from staging the Qld State competition on the usual early May date. After much soul searching and considering the timing of other competitions, the dates chosen (22/23 and 29/30 January 2000) were found to be the only ones available.

I have enclosed a copy of the entry forms for publication

Enquiries may be directed either to myself on (07) 3200 1308 or the following :

Les Winterton (07) 3207 6325

Noel Corney (07) 3341 0457.

Regards,  
Brian Burke

To John Hallowell and the Vintage A and Aussie B team race boys,

Thank you for allowing Greg Beevor and myself a chance to experience Australian B team racing.

John kindly lent us his "Razza" model for the Warragul meeting; although actual air time was short the experience was exhilarating.

Being social sport flyers this form of competition was a real eye opener. Whether Greg and I take up team racing remains to be decided but John is to be commended for his enthusiasm and generosity in encouraging other participants to this form of aeromodelling.

I also have to mention how great it was to have so many "city folks" make the journey "up country", it was a brilliant day with weather to match. All credit to Peter White, Paul Richardson and the other organisers who obviously put in many hours to make this day so successful.

Graham Keene. Latrobe Valley Control Line Group



Above:- Brian Turner's (U.K.) handmade F2C engine. Brian makes all the components including the crankcase which is machined from a solid billet of special aluminium alloy

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*From the British Nationals :- Brian Turner and Malcom Ross after winning the Class B final. Brian and Malcom also won a close fought F2C final to complete a clean sweep of the teamracing classes.*



*Barry Robinson's winning Northwind 19*

# CONTEST RESULTS



29/8/99 at KMAC field

## FAI Aerobatics. 3 rounds.

Best two scores count.

- |    |                 |             |
|----|-----------------|-------------|
| 1. | Peter White     | 4366        |
| 2. | Paul Richardson | 3276        |
| 3. | Geoff Ingram    | 2879        |
| 4. | Mark Ellins     | 2736        |
| 5. | Ken Taylor      | 1915        |
| 6. | P. Rowland      | 633         |
| 7. | P. J. Rowland   | 548         |
| 8. | Robin Hiern     | Did not fly |

A contest that was preceded by a week of heavy rain but turned out to be a beautiful sunny Spring day with a mild pleasant breeze.

The ground was soggy underfoot but was very forgiving to P. J. Rowland's model which had attempted an underground pull out from a manoeuvre. This would explain his low score compared to his recent Stuntmasters success.

### NORTHERN DISTRICT CHAMPION OF CHAMPIONS

PL	Entrant	JSR	SR	SGY	Comb	"A"	"B"	PTS
1.	G.Wilson		7	3	8	8	5	31
2.	M.Ellins		7	3	5	8	5	28
3=.	C.Ray		6	4		4	3	17
3=.	J.Ray		6	4		4	3	17
4.	S.Dyer		5	1	4	6		16
5.	E.Dyer	3	5	1		6		15
6.	K.Hunting		8	2		1	2	13
7.	J.Hunting		8	2		1	1	12
8=.	V.Cresp					7	4	11
8=.	K.Baddock					5	6	11
8=.	J.Hallowell					5	6	11
8=.	P.Hatherall					7	4	11
9=.	S.Power		1		7			8
9=.	P.Van Meurs			3		3	2	8
10.	M.Wilson	1	4			2		7
11.	J.Gibbins				6			6
12=.	M.Ferrari				4			4
12=.	B.Nankervis	2	2					4
13=.	P.Gibbins				2			2
13=.	J.Luciani				2			2
13=.	B.Matthews		2					2

### Simple Rat Race at Warragul Sept 12th

Team	Heat 1	Heat2	Final
1.Wilson/Ellins	107	DNS	217
2.Ray/Ray	100	101	203
3.Hunting/Hunting	108	DNS	201
4.Hallowell/Baddock	87	92	
6.Bailey/Bailey	59no pit stop	92	
7.Vibert/Jones	DNS	Retired	

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*These two items were taken from the New Zealand Control Line Newsletter "Revolutionary Torque"*

## **ATTENTION: CONTROL LINE AEROBATIC FLIERS**

Renowned European Aerobatic flier Henk de Jong from the Netherlands (third in the recent European C/L Champs) is eager to take up our request for visiting New Zealand to compete at the 2000/2001 Nationals and to run aerobatic workshops in the North and South Islands. Henk will be largely funding his own way but we (the stunt community) intend assisting with his costs in a small way. If you have ideas for raising money or can help in any way we would like to hear from you.

**CONTACT:** Kim Webby, 28 Cockburn Street, Onerahi, WHANGAREI 0101.  
Ph/Fax 09-436 0185 (evenings)

**HARDWOOD ENGINE BEARERS:** Maple / Beech / Kanuka (T-Tree), **SPRUCE:** For Spars etc.

This small venture is to turn off-cuts and scraps from my musical instrument making business into useful and saleable materials for aeromodellers. Lengths will be variable so please state the minimum length required for the application along with sizes and quantities. If you can co-ordinate with friends to make worthwhile quantities to machine (and less postage) all the better!

All proceeds go towards the fund to assist Dutch stunt flier Henk de Jong to come to New Zealand to run Stunt workshops.

**CONTACT:** Kim Webby, 28 Cockburn Street, Onerahi, WHANGAREI 0101.  
Ph/Fax 09-436 0185 (evenings)

# WANTED

New in Box Enya 35 stunt motor (prefer 35 II model 6001) Pay cash or swap replica Taifun "Orkan" un-run in box.

Phone Bob Allan on (02) 6342 4413

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ETA Elite in good condition. Will swap or buy.

Frog 180 Diesel in VGC Will swap or buy.

John Duggan. 22 Bridelia Street. Algester 4115. QLD.

Tel (07) 32736932

→ → → → → → → → → →

Control line handle made from 9mm wide section of 103 x 52mm RHS aluminium 9mm thick and has a round section handle screwed to one side. Brand name could be "Saginaw"?

Brian Burke,

2-24 Appalooso Court, Munruben, Qld, 4125

Tel (07) 3200 1308

→ → → → → → → → → →



Sig Magnum stunter 40/60 kit \$150

Mazniak 1/2A 5.85cc tank valve \$180

Paul Stein 03 9546 5006

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TOP STUNT SHIP. Doug Grinham built. 59 inch span "Singing Sixty" Complete 60 pipe ship. Includes Eather pipe ,prop, tank etc. Just add Stalker 60 engine. Complete and excellent. \$300

Derek Pickard (03)9889 1149 AH.

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Two engines:- Glo-Chief 29 \$90

O.S. Max3 29 \$85

Phone Alan Harrison on (03) 9337 4193

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M.R.S. Clearance Sale

O.S.40 FP Fully modified for serious aerobatics  
New in box \$185

Nova Rossi 21-65 as used by Bailey & Hallowell  
for Class 2 Team Race

New in box \$199

Phone Robin Hiern on (03) 59 96 0339

→ → → → → → → → → →

Classic Models (Miami Florida) reproduction kit of Don Still's Stuka stunt model as flown in 1961 World Champs. Unbuilt and complete. Suits .29 - .35 \$140.00

Mercury kits Wasp kit. 1/2A stunt model Complete and unbuilt. \$ 35.00

Enya 35 Stunt 1960's model but in genuinely excellent cond. \$100.00

PAW 19. (3.5cc) DS. R/C NIB may be converted for C/L \$100.00

## Plans:

Mr. Mulligan scale C/L to suit .60 motors as published by Model Aviation in the USA \$5.00

Avro Shackleton 4 engined scale to suit 4 X 1.5cc \$2.50

Lockheed Neptune twin 2 X 1.5cc \$2.50

Profile 4 in 1 plan for Westland Wyvern Hawker Seafury, Spiteful & Fairey Firefly. All suit .15 to .30 motors and can be used for carrier, stunt or trainer. \$5.00

Kittyhawk Semi-scale stunt model to suit .35 size motors \$5.00

Bill Werwage's Juno lovely stunt model for .35 -.40 motors \$5.00

All of the above are new and unused plans in excellent order but folded DeBolt Stuntwagon vintage C/L plan to suit bigger motors (used but v.good) \$5.00

The Goshawk vintage C/L suit up to 5cc (new and unused), \$3.50

Tel: David Hipperson on 9736 2399


E-mail : rtzi@corplink.com.au

or write to P.O. Box 161 Mount Evelyn, Vic, 3796

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F2C05	6.3 X 6	
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Racing Undercarriage Leg & Box Sets	Line Reels
Prop Nuts, Prop Drivers & Extensions	Piston Rings
Elevator & Flap Horns	Pan Hold Downs
"Adjustable" Team Race & Stunt Handles	Alloy Wings
Tank Valves - Pressure & Suction	Exhaust Extensions
Single Blade Counter Weights	Mono-Line Torque Units
Mono-Line Handle Units	Single Strand Lines
Paxalon & Steel Bellcranks	Bobbin Bellcranks
Magnetic Prop Balancers	

**" Plus Many More Items "**

For Mail Order or for complete price list to :-  
**Robin Hiern Model Racing Services**  
**P O BOX 976 CRANBOURNE 3977 VIC**  
**Phone 03 59 96 0339 Fax 03 59 96 0307**

Hrs. Monday to Friday 8.30 a.m. - 7.00 p.m. Visitors by appointment