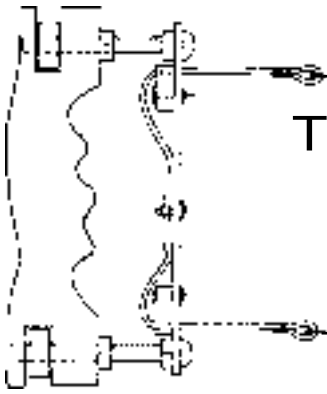


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THE VOICE OF CONTROL LINE  
AEROMODELLERS FROM  
AROUND AUSTRALIA

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Number 29



Produced by the Victorian Control Line Advisory Committee



December 1999  
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**Copy Deadline for next issue is:  
Wednesday 19th January 2000  
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**

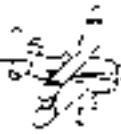
Contest results should be tab delimited, ie use a single tab between each column of results, if submitted by disk. This makes formatting much easier on the editor.

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

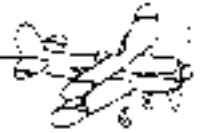
Email address:- [acln@ozemail.com.au](mailto:acln@ozemail.com.au)  
Fax is also available, but please notify before sending to ensure fax is active.



## COMING EVENTS



## COMING EVENTS



### VICTORIAN CONTROL LINE CALENDAR 1998/99

DATE	EVENT	CLUB
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 GODYEAR, 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.

### 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.

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

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

## Queensland Control Line Events Calender

### Coming Events

Date	Events	Venue
Dec 5th	Christmas Party/Fun Fly	ALC
Dec 10th	Pre-entry closing date- Millennium Champs	
Dec 12th	Christmas breakup BBQ & Presentation	CLASII
Jan 1-4	"NEW MILLENIUM C/L CHAMPIONSHIPS"	
Jan 22/23	Queensland State Championships	
Jan 29/30	Queensland State Championships	
Feb 13th	CLASII Rat, Vintage A, Vintage B.	
Mar 12th	Ipswich Open Scale Champs, CLASII Rat	
Apr 9th	CLASII Rat, Slow Combat, Open Combat.	
May 14th	CLASII Rat, Vintage A, Vintage B.	



## GLOW PLUGS- Why do they fail?

By Clay Ramskill

The "ignition system" in our engines is in the main, the glow plug. The other vital ingredient, compression, actually determines the ignition timing, so it can't be totally ignored. But usually it is the plug that gives us the problems.

Why DO glow plugs fail? There are four likely probabilities, five if you count old age. Yes, old age! The plugs operate by using a catalytic (chemical) reaction with the alcohol in our fuel to maintain their heat; as the plug gets "old" it gets more and more covered up with combustion byproducts (carbon etc) which hinders the whole process. Of the other four LEAN RUNNING is probably the most prevalent - not so much that the engine was running lean as it was HOT. Too much heat and the element fries and shatters, or even melts.

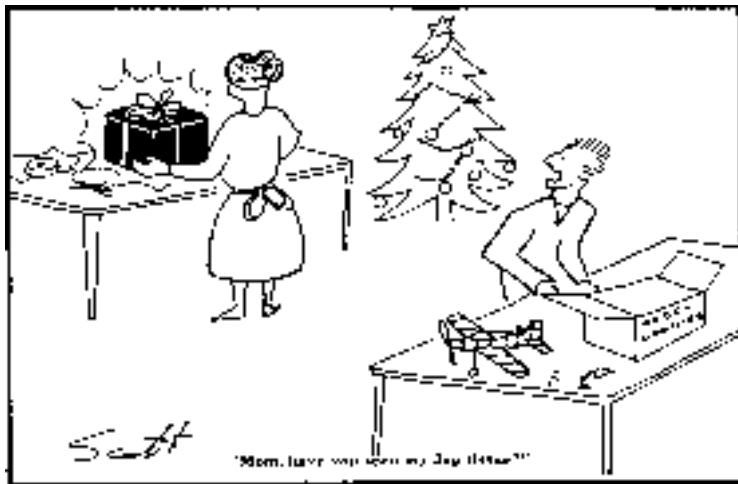
TOO MUCH BATTERY power is another failure mode - very related to the above paragraph. Your battery should heat the plug to a nice bright orange or red colour; if the plug glows white hot it just isn't going to last.

It's bad enough that we subject a tiny little element, glowing hot, to the pressures of combustion but if we add VIBRATION to the situation we get trouble. Un-balanced props, loose engine mounts etc may all add up to plug failure, especially in combination with too much heat.

Another plug failure mode is from FOULING. The element is very small and located down in a well. It doesn't take much trash flying around in your combustion chamber to foul the plug! Aside from the obvious dirt coming through the intake or with the fuel the fouling can come from metallic sources, usually the result of bearings beginning to fail, or from excess carbon deposits in the engine. If the combustion chamber is full of carbon, pieces can come adrift and foul the plug.

A quality plug run in a sport engine should last for dozens of flights. If they don't it is probably not the fault of the plugs - look elsewhere for the source of the real problem.

*The above article was taken from the D.A.C. Newsletter*



Dear sir,

With reference the event listed in the Year 2000 Nationals program as "**Junior Fun Rat Race**"

The November meeting of the NSW Control Line Aircraft Society determined that the rules for this event will be as set out in the MAAA handbook for "Junior Rat Race", with the proviso that motors shall be plain bearing and use a suction fuel system.

John Nolan

Kuring-gai delegate to C.L.A.S.



Seasons greetings to all our readers and a special seasonal thank you to everybody that has contributed to the production and content over the last years.

The people who deserve special thanks are the consistent monthly scribes, John Hallowell, Charlie Stone, and Peter White with their topical up to date submissions and The Doctor (Stuart Sherlock) for his technical input. Their writings provide a backbone for this newsletter and content would be slender without them.

I have received some complimentary comments on the varied topics that we publish and the amount of interstate input does justice to the name "Australian" Control Line News. As I have said before to all our readers this newsletter welcomes "your" input no matter how small.

The Newsletter has now got its own computer, computer programmes and all the peripherals that are needed for production. To the people that made that happen a special pat on the back!

Remember that the next edition is published in February.

Until then, Merry Christmas and a Happy New Millennium.

H. Bailey

# CONTEST RESULTS



## Narromine 1999

The annual Narromine event went well as usual.

The number of entries was reduced a fair bit due to the State champs having been held there so recently.

It rained a fair bit Friday morning. Saturday was good weather and we got through 3 rounds due to the reduced numbers. The competition was tough...very tough. So was the judging.....nothing appeared to escape the eyes of Roy and Col. Good corners appeared to be mandatory.

Sunday saw more rain in the morning. In the afternoon a few of us ventured out onto the circles and even though the competition had been hard the usual fellowship prevailed with numerous people flying each others models.

Monday morning was pretty much the same. A bit of fun flying and model swapping.

In all another very enjoyable weekend. Well worth the trip.

### Results were:

Expert

1st Murray Howell	Miracles	ST46/Eather pipe
2nd Reg Towel	Caudron	ST51
3rd Mark Batty	Coy Lady	Double star 40
4th Paul Turner	Windwedge	ST46
5th Brian Gardner	Intrepid XL	Jett 60/Aldrich pipe
6th Jeff Brown	Dream Weaver	MVVS40/Smith pipe

### Advanced

1st Warren Norrie	Obsession	Jett 60/ Eather pipe
2nd James Batty	Banshee	FP40
3rd Steve Bakac	Lethal Legend	OPS40/Smith pipe
4th Paul Allen	???	

Apologies for not remembering the full results or exact placings.

Brian Gardner



### SMAC Results 7/11/99

### Triathlon - 7 Entries

	Name	Stunt	Rat	Combat	Total
1.	M.Ellins	7	6	6	19
=2.	G.Wilson	6	5	5	16
=2.	H.Bailey	5	7	4	16
4.	K.Hunting	2	4	3	9

5.	R.Marsh	3	3	2	8
6.	L.Follet	4	1	-	5
7.	J.Hunting	1	2	1	4



## KURING-GAI M F C SYDNEY

The last vintage team race of the millenium (won't we all be glad to hear the last of that phrase) at Kuring-gai was run on November 7th.

Only a small turnout which was unfortunate for such a nice day and a good flying field. John Nolan loaned a new Nike to Geoff Potter and Len Brown to help make up the numbers. It did 3.54 in the first heat, not headline grabbing stuff, but, (John Hallowell take note), this was with the much maligned Eifflander motor that we've been trying to get to run properly for three years. It is now running reliably and getting the range, and air speed is gradually improving. Not enough yet though to keep Hugh and Dave Simons from winning that heat. Peter Camps/ Stan Pilgrim beat John Nolan/Andy Kerr in the second heat. The second round didn't change things much. Well actually it changed the Nike which was a bit splattered when the lines seemed to bind up on Geoff Potter.

It was an instant start for the three finalists with the Nolan Voodoo a little off the pace from those of Camps and Simons. But after 65 laps Peter Camps decked his badly and was out, Andy Kerr got a woeful engine run on the second tank, leaving Hugh Simons to speed on to a 7.42 win.

Simple rat saw the emergence of a new junior flier of considerable talent. Peter Anderson has recently moved down from Queensland where he had won classic stunt and junior combat at their State Champs earlier this year. He now turned his hand to some serious racing for the first time, and is a real find. Piloting John Nolan's O.S.15 flying wing he beat Hugh Simons (PAW) by 15 laps in their heat. Beating Hugh is always a big ask, Hugh is an excellent pilot and his pitman/father/builder is an aircraft engineer, with everything well prepared. In the previous heat Lachlan Fairall (PAW) beat James Armstrong (MUS). Lachlan is a very good pilot and his planes are now sorted out to do justice to his flying skill. We look forward to further improvement from James.

The final went the way the heats had indicated, with ten minutes of very smooth flying by the three thirteen year olds.

The results were:

1st Anderson/Nolan	185 laps
2nd Simons/Simons	170 laps
3rd Fairall/Fairall	138 laps

NSW has a wealth of junior racing talent now. As well as those mentioned above, we have Kymberley and Chris Rawlings from Muswellbrook, and also some others from there Rob Milwain tells me. There is also Chad Andrews from Narromine. Things are looking very healthy.

Last event of the day was for vintage 1/2 A. Some months ago Peter Camps turned up at Luddenham with a very pretty Diddy Dice (small Double Dice) looking to create interest in the class. Ray Fairall built another Diddy, and John Nolan

built a Nurk (much prettier than the name implies). So today was their first race day. Ray took the fin off his in a tumble during practice (the glue might not have been quite dry, the paint certainly wasn't), leaving Peter and John to fly a 100 lap race. Despite a nice tuning job by Robin Hiern, the CS Cub in the Nurk was unusually hard to start, and then gave a poor run on the second tank. It was the same fuel that let the Voodoo down earlier in the day, so maybe the problem lay there. So Peter Camps and Stan Pilgrim recorded a 4.43.19 winning time which Peter now claims with a big smile as the Aussie record. Dave Simons in the pits was still struggling with the Nurk so they called it quits on 80 laps, preferring a DNF to an embarrassing time. These 1/2 A's are much nicer to fly than Phantoms, and hopefully the new small fun class will grow in numbers.

So ended 1999 on the Kuring-gai racing circle. Thank you to everyone who flew/flicked/helped and we all look forward to the next 1000 years.

John Nolan  
AUS 23442



## TARMAC NOTES FOR OCTOBER AND NOVEMBER

I saw a letter the other day from a member of the full size gliding fraternity bemoaning the fact that Soaring is a dying activity. Most of its practitioners he said, now have grey hair and wrinkles. He was seeking suggestions as to how to reverse the trend. When you consider the price of aircraft and their operation these days, it seems to me that you might have to be old before you can afford to indulge in it. It is certainly a lot more expensive and no less demanding of time and effort than when I was fluttering aimlessly about the heavens back in the 1970s. Hmmmm. That cry for help seemed familiar somehow, reminding me of similar messages in the world of Model Engineering and, as we all know only too well, Aeromodelling also. How many other fields of endeavour are withering on the vine as their members come closer to dropping off the perch I do not know, but I bet there are more than I am aware of. It is a subject that is of concern to us all, and though it is of little consolation, we are definitely not alone. Don't get the idea that I have any solutions though, as even though I am interested in stopping the rot, nothing that I have tried has had any lasting effect at all. Until I come up with something new, the best that I can suggest for now is to do our best to spread the word, stop worrying and enjoy ourselves while we can.

A rumour that has been surfacing from time to time over the last few months has finally come to pass. K&B engines are definitely closing down operations and will cease trading as of November the 19th. That will upset a lot of fans of the company who have been making engines for a very long time and means that there will be no more of those stunt .40s that we are just getting used to. Woe is us.

For those of you that have dealings with Brian Gardner at BRI STUNT PRODUCTS, the news is that they have a change of address and can now be contacted at: 14 Gentles Ave, Dapto, NSW 2530, Phone 02 4262 5110, Fax 02 4262 5112. The Email address remains unchanged.

There does seem to be a lot of activity in the world of pulse jets just lately. As an update to the flight of Bob Fry's jet powered delta mentioned in last month's Tarmac notes, I have been given a reason for the engine sounding off tune when in flight. When a jet operates on suction fuel feed, any increase in airspeed (and consequent ram air feed into the front of the jet) causes more air flow through the venturi jet head. This, in turn, will cause more fuel to be drawn into the engine and thus, if the venturi is correctly designed, maintain the correct air/fuel mixture to the engine at any speed. On suction of course the fuel feed is always a bit dicey and the slightest burp or bubble causes the engine to stop dead.

On pressure the engine starts easier and doesn't quit as easily, but as the engine travels faster and more air is rammed in, the mixture leans off. In Bob's case it then caused the valve petals to split and burn along with some seat damage in the valve head. His engine, as was mentioned, uses fuel supplied at high pressure from a bladder tank. That system does not provide compensation for any increase in ram air. The solution is to fit a shielding deflector cone immediately in front of the engine so that there is no air rammed directly into the intake. I guess that will be the next modification that he makes.

Grant Lucas, our resident speed freak, showed me his new pulse Jet head recently. It is a very pretty piece of machining that is patterned after the Couets 192 mph record holder. It is made in two parts that bolt together securely to make a neat and effective tuned pulse jet intake that is designed to mate to a Dynajet combustion chamber and tailpipe unit. It can be used on suction or pressure feed and since the outer shape of the head is not made to match the outline of the combustion chamber, it has a very lightweight fiberglass reinforced cowl fitted over the front to take care of the aerodynamics. These jet heads are available from: JET Bill Capinjola, 524 Irving Park Road, Sheffield Lake, Ohio 44054, USA or Email to [jetbill40@yahoo.com](mailto:jetbill40@yahoo.com)

A new shape in Vintage 'A' team race models appeared the other day when Steve Walton and his pilot Dave Gannon appeared with their very prettily finished, yellow 'Humpty Go Kart'. This Dick Edmonds design hasn't been seen over here before. In the absence of any plans, Steve created his own from a 3 view layout. Probably the one that appeared in the Australian Control Line News back in July 1998 if you are looking for it yourself. It is powered by a Taipan diesel and shows every sign of being a useful racer. Best of all, it means that there is another team in action. Initial testing showed that the engine was in dire need of a new piston and this has been re-made by Steve in one of his spare moments and is now in the process of being run in in preparation for the TARMAC grass racing day that is scheduled for the near future. There has been other action on the Vintage scene just recently. Bob Fry discovered that his CS Oliver was suffering from a collapsed rear bearing and has had it rebuilt by our current State Champion and master engine man Darryl Mills. It distresses me to report that it is now going like the clappers. Yet another racer is coming back into action as Adrian Dyson has now bought a new CS Oliver to replace the Typhoon that he originally had in his red and white Pluto and is busy running that in.

For a bit of absolute Trivia, Jim Stivey, (well known as a rocker) tells me that the video clip that goes with the song 'Learning to fly' by the Foo Fighters has something for us aeromodellers. It has cardboard cutouts in the background of the FAI stunt pattern. That is something that I would never have found out for myself; because the music that I listen to, generally does not have video clips, because most of it was recorded before the invention of film - let alone video. It does make me wonder what the story behind it is, no doubt Jim will be signing up with the Foo Fighter Fan Club before long and then he can ask.

Phil Trueman has been busily working on a new GEO XL stunter and this time is paying attention to the smallest of details. I have seen some of the progress and even the instrument panel in it is fully equipped and looks too good to be true. In other stunt news, my spies in the far away eastern States tell me that Jim Trevaskis has taken delivery of one of the Brodak profile Cardinals and will soon be carving up the skies over New South Wales as he perfects his stunt patterns.

The WA Nationals are still scheduled for the second week in January 2001. Site negotiations are underway with the Busselton Shire at present. It is intended to restrict the program to 40 events, all of which are currently flown competitively in WA. Local special interest groups will be responsible for providing officials to run their own events. This should be a compact and well run Nationals over a seven day period with little travelling needed between sites. Why not plan to visit and compete?

That is all for this month.

Charlie Stone

VH 4706

## ***Mills Mite for the Nowra Nats!***

***Know any under 13 year old? Want to have a load of light hearted fun? Why not give the Kath O'Sullivan event at the Nowra Nats in 2000 a go? George Car heard of this great idea which is being organised for the Nowra Nats.***

For some years now, Kath O'Sullivan's bequest has been run as a free flight event at the MAAA Nats. Miss O'Sullivan was the managing director of Model Aircrafts, 1 Bond Str, Sydney, from the early 30's until she retired in the 70's. When she passed away in the early 90's she left a bequest for an annual model competition, the prize being \$100 and of course, custody of the perpetual trophy, a 5 cylinder radial motor, for a year.

First event was for the Normal J. Lyons designed Women's Weekly Cabin rubber job from 1934, (which Kath actually produced in kit form for the Women's Weekly in the 30's, and it carried her name). The competition was run with this model for several years, winners being Basil Healy, Gordon Burford and then Ivor F at the Darwin Nats. The model was changed to the 'Junior Fuselage', an 18" span rubber job, and the event was won jointly by David Axon and Alwyn Smith in Waikerie, and then at the Queensland Nats it was won by Keith Murray.

For the 2000 Nats to be held at Nowra, it has been decided

to hold a team race competition for the Max Cummings designed, 17" span "Mills Mite" of 1948.

The model is to be powered by a standard Cox 049 reed valve (no Texaco or Golden Bees etc allowed) driving a standard plastic prop. The Babe Bee with integral tank, or the Killer Bee style with plastic backplate and a separate tank may be used. The prop must be the safety sort with the tip bulge, and of course spring starts are the way to go! The model is to be flown on 8 m thread lines. In general, the rules are designed to give the young lads a level competition field, with some discretion for the CD, who will actually have spare motors and props etc available.

Should there be many entries, the heats (50 laps) will be 2, 3 or even 4 up per circle, and then a 100 lap final. There is one compulsory stop per 50 laps, any model not doing so will have to fly a further 5 laps after it does land.

Ideally, both team members would be under 13 years, but realistically teams have to have at least one member younger than 13 on the day.

Some mods to the model will be accepted, such as increasing any of the dimensions, and it may have a profile fuselage (though it should be pointed out a built-up one is both lighter and stronger!). Wheel diameter may be reduced.

The Doonside club is making 10 complete models which will be loaned to kids from the local (Nowra) school, and they will have training for some days ahead of the event-sounds like it could be a lot of fun, and may even bring some new blood into control line racing!

For those interested, the Doonside Club is going to the trouble of producing a comprehensive kit, including motor, tank, lines etc., everything but glue and dope, (which can't be sent by mail). They are available from Ivor F for \$40 plus \$5 post & packaging, PO Box 11 Doonside, NSW 2767.

If you have the plan but no suitable motor and want to give it a go for minimum cost, Ivor has used motors (Killer Bee sort, with plastic back plate, no integral tank, and in excellent running condition) for \$15 each (including prop, working glow head, of course, and spring start). He also has suitable 3 bladed plastic props with the bulbed tips, and if you haven't any thread lines, he has a lot of that, too, \$1 for enough for one model.

***Good on the Doonside Club for this initiative, lets hope they get a good turn out!***

George Car Email :- gcar@CSU.edu.au



## Current M.A.A.A. Control Line Speed Records

Event	Names of Holder	Speed in K.P.H.	Flight Time (seconds)	Engine	Date of Record
Class 1 (2cc)	R. Hiern	242.49	14.85	OS CZ11PS	29/3/97
Class 2 (5cc)	R. Hiern	289.75	10.00	ST X29	2/4/94
Class 3 (10cc)	A. Kerr	298.95	9.69	ST G60	6/6/81
Class 4 (6.5cc)	G.Turna	303.35	9.546	WIS 40	28/5/89
B. Proto (3.5cc)	R. Hiern	215	26.82	Nova Rossi 21	16/4/99
F2A	R. Hiern	283.54	12.7	Irvine 15	29/3/97
F.A.I. Absolute Speed Category 1.01 - 2.5cc	R.Hiern	291.22			March 96

## Current M.A.A.A. Control Line Team Race Records

Event	Team Members	Final Time	Engine	Date
F2C	P.Cameron / R.Fitzgerald	7min 00.82secs	-----	2/1/99
F2C	G. Wilson / P. Stein / M. Ellins	3min 12.64secs (Heat Time)	Cyclon	-----
1/2A	R. Fitzgerald / P. Stein	6min 49.49secs	CTAH	9/4/96
Class 2	No official claim since 1980			
Class 2 (Unofficial)	H Bailey / M. Ellins / R. Heirn	6min 27.15secs	Nova Rossi .21	12/6/99
Mini Goodyear	G. Wilson / M. Ellins	7min 22.91secs	OS CZ 11PS	30/3/97
Goodyear	G.Pretty / R Fitzgerald	7min 24.13secs	Rossi MK3	31/3/97
Bendix	J. Hallowell / K. Baddock / H. Bailey	7min 16 24sec	Nelson	16/4/98
2.5cc Rat Race	R. Justic / R. Owen	615 laps	-----	18/4/98
Open Rat Race	J.Hunting / K. Hunting	4min 59.75sec	K & B	14/10/85
Vintage A	J. Duggan / G. Potter	7min 00.95sec	-----	8/9/96

### SPEED GET TOGETHER DAY

A good turnout of models was flown in ideal weather. A total of 15 different models were flown but unfortunately, not many flyers from years ago turned up, mostly speed regulars. The weather forecast was not good, so it may have scared some off.

As it was not a competition, results were not made, but for interest, times were taken. Times are listed by class only.

Next speed comp is November 21st at Frankston. Speed will be on after Mini-Goodyear, the reverse of the program. We should start at about 12.00pm. We should have at least 2 of the new 21 class models flying. So please come down and have some flying. I would like to thank the C.L.A.M.F club for their assistance in the preparing the field on Saturday and providing food etc.. on Sunday.

NAME	CLASS	FLIGHT 1	FLIGHT 2	FLIGHT 3	FASTEST IN KPH	MOTOR
C. Agnew	1	19.18	18.02		199.77	O.S CZ11 PS
N. Wake	1	19.695	19.46	19.72	184.49	Enya CX 11
R. Hiern	1	15.32	15.19	16.07 (O.S)	236.99	Nova Rossi 11 & O.S CZ11 PS
H. Bailey	1	25.40	24.97	26.50	144.17	O.S 10 FP
R. Hiern	FAI	13.83	13.55		265.68	Profi
N. Wake	FAI	0	14.49		248.44	Irvine
C. Agnew	21	16.78	16.99	17.00	214.54	Cyclon 21
H. Bailey	B PROTO	35.09	32.71	32.695	177.24	Nova Rossi 21
R. Hiern	B PROTO	26.58	26.08		222.20	Nova Rossi 21
P. Roberts	B PROTO	29.59	31.38	28.34	204.48	Super Tigre G21-29
N. Wake	21	17.76	17.26		208.50	K&B 21
J. Hunting	Midge	10.55	10.56		137.00	P.A.W
K. Hunting	Midge	10.62	10.67		136.10	Taipan
R. Hiern	"Gook" 1951	11.31	11.63		127.79	E.D Racer

mite



mite



Weather conditions were not the best for control line flying down at Knox on Sunday, 24th October. Bloody awful was about right. 30 knot winds were forecast and they certainly approached that speed. Stunt was scheduled in the far circle, but it was mainly the judges, Steve, Vic and Bill who turned up. The aerobatic flyers stayed away in droves. They were probably at home looking through their windows, gazing at the swaying branches of nearby trees, hoping, hoping hoping.... You all know the feeling. Last time you looked it seemed to be getting calmer. Look again and it's blowing worse than ever. Mind you, Derek Pickard and Ken Taylor did arrive, but I didn't notice anyone rolling out their lines.

Meanwhile, back in the team race circle, John Hunting had kindly brought his mower all the way from Yea and with a few volunteers, the wild spring growth was tamed sufficiently to fly on. The green stuff is still quite spongy this time of year. It is probably best at the end of summer around Easter when the grass dies down and the surface becomes easier to mow.

Most of the local boy racers showed except Willow, who reckoned it was blowing a gale down Seaford way. Despite his mobile phone messages, it was tempting to think of the lines of that well known 'Fisherman's Friend' TV commercial..... Too windy for this country's most accomplished flyer? I'd like to see that. Harry Bailey had to work. At least he had a good excuse, sending his big son Paul along to deliver it in person. The Horsham and Bendigo lads were again conspicuous by their absence. You guys really are very welcome to fly with us! We always look forward to your company....and your models.

The Australian B's showed no problems in coping with the conditions which actually eased a bit later in the morning. John Hallowell and Keith Baddock were first in the air with a new B racer, finished in K&B purple and called 'Flying Purple People Eater' after the Sheb Woolley hit of the late 50's. An impromptu quiz session saw Ken Hunting with the sharpest recall for pop music history. The MRS tuned OS 25 and APC 7 x 7 was hauling well enough to record low 16's for the 7 laps. That's Rossi .21 territory! And with a lot more laps. This model has been set up specially to record fast heat times with the conventional models Antares and Cresendo to contest finals. A 3.17.99 for the 70 laps was the best the windy day would allow. The aim will be to knock a good ten seconds off that time.

Peter Van Meurs and wife Leanne made the trip up from Geelong. However, Pete had no luck on the day as, much to the embarrassment of pilot Mark Ellins, the tailplane snapped on it's first landing. This caused Pete's premature retirement and got him thinking about modifying his undercarriage setup. (It wasn't all Mark's fault).

Again, the Cosmic ray's were really honking.... The LA 25 has well and truly arrived. It is now the .25 with the most revs. However, the good old FP's are still taking the chequered flags.....at least at the moment. In it's heat, the orange and clear Firebrand mysteriously lost laps and only managed a 4.07.24.

The Dream Team were flying their Toowoomba nationals winning Vintage B model and pilot John Hunting remarked on the huge difference it made coming up from 56' lines to the 60' required for Australian B. The Aussie models had around 20mph better airspeed, doing around 110 to the Huntings just over 90mph. This graphicly illustrated the performance difference between the two classes. A troubled heat required 5.48.23 for the Dream Team to complete the distance.

The final was predictably very close. The teams of Ray / Ray and Hallowell / Baddock are very evenly matched. There was less than a second between them at the last outing. Keith again had the Antares first away and it was never headed during the first tank. However, on the second tank Colin Ray got the Firebrand wound up and did manage a pass. But laps were going to decide this race and the Antares was using 15% IPA in the fuel, enough to guarantee an extra few laps per tank over the Cosmics. And that was the difference at the end...about 20 seconds, about the time it takes for a stop.

I've just looked ahead 4 months on the contest calander and can't see another B race for at least 4 months. I think there'll be some withdrawal symptoms before then..... Maybe Jim and I and Colin and Keith will stage a match race sometime, somewhere before then! Or, now that he's got some plans, maybe Peter Roberts will challenge us both. I hope so!

#### Results of Australian B Team Race, 24/10/99

1. Hallowell / Baddock	3.17.99	6.32.23
2. Ray /Ray	4.07.24	6.52.52
3. Hunting / Hunting	5.48.23	9.13.90
4. Ellins / Van Meurs	DNS	

Now for Vintage A. It hadn't calmed down all that much, but it was certainly flyable. So five teams got their racers out a bit of fun. Before we started, there was a lot of discussion about the hot VTR topic...not filler valves this time, but engines.

There is a groundswell of feeling that motors like OS 15's should be allowed into Vintage A. Good diesels are just too hard to come by. And it's killing the class, stifling the interest of many experienced modellers. I would bet money if there was a vote in Victoria at the moment, the plain bearing modern glow motors would get the nod. Our Australian A Class racing has clearly demonstrated how superbly these motors perform in a Vintage A model.

Genuine Mk 3 and 4 Oliver Tigers and even Russian copies are just too expensive. That's if you can get one. Blame our floating Aussie dollar. CS replicas are poorly made with fits all over the place and are no longer a reliable option. An OS costs a fraction of these and has superb build quality. A sensible alternative to high costs and frustration. And the bottom line is that a Tasmanian by the name of Adrian Bellamy held the record for Class A in Australia over 40

years ago....using an OS15! So the use of these motors is not without precedence.

Into the 21st Century, (read next year) Victorians may well take the initiative and decide to fly to rules that they consider serve Vintage A team racing interests best.

Now back to the racing at Knox. Robin Hiern stepped in to act as Contest Director and immediately got things moving. Hallowell / Baddock took the first heat in 3.58.65 despite a slow stop and a two lap glide at the end. The white Voodoo 5 with MRS CS and wide blade 7 x 6 APC were timed at 22.3 in practice. Hunting / Hunting were back a bit with the Taipan they were trying out for the Gordon Burford trophy at Nowra. It's much faster than the 4.49.05 they recorded.

The second heat saw Jim and Colin Ray and their CS Footprint post 4.42.69 just in front of Ellins / Van Meurs who returned a troubled 4.54.12. The Huntings won this heat easily in 4.05.97 but the motor they used drew some frowns from the C.D., so it was put back in the car pending further discussions on eligibility.

Time for the 180 laps. Range was a problem for all the finalists, with everyone coming in for extra stops. Hallowell / Baddock had an airspeed advantage and got home first by about a minute from the Cosmics. The Huntings were back with the Taipan and finally gave up the ghost on 159 laps.

Results of VTR at KMAC 25/10/99.

1. Hallowell / Baddock	3.48.65	8.50.40
2. Ray / Ray	4.42.69	10.09.30
3. K. Hunting / J. Hunting	4.05.97	149 laps
4. J. Hunting / K. Hunting	4.49.05	
5. Ellins / Van Meurs	4.54.12	

With thanks to Roger Reese and issue 10 of Vintage T/R News, the outcome of Vintage A at the '99 British Nats is no longer a secret. I tried to find out earlier, but it seemed that the results of just about every event other than VTR was posted on the BMFA web site!

They are certainly going 'super fast' over in England. They are making our Aussie flyers look slow. Thank heavens we can still beat them at cricket! The heat record is down to 3.17.21, established by Green / Long in the Nats heats and the final time is 6.43.95 by Nationals winners Allock / Myzka. Not a bad time to win a Nats with! Green / Long were second with 7.06.18 (hardly hanging about) and Simpson / Ridley third. They had to retire on 51 laps when a wing broke at their first stop. But who knows how quick this slick team could have gone had their mishap not happened.

Only 13 teams flew. This number is significantly down on recent years when over 20 teams lined up. Could British teams be experiencing 'motor availability problems' like their counterparts 'down under'? Some of the best heat times were 3.17.21 by Green / Long, 3.23.79 by Allcock / Myzka, 3.29.6 by Simpson / Ridley, 3.30.83 by Hayward / Hayward, 3.32.31 by Holmes / Orchard and 3.36.30 by Reece / Ward. Stirring stuff!

I haven't any details about models and motors, but if someone could let me know, I'll be happy to print them. For those interested, Vintage B was also won by Allcock / Myzka in 7.38.10. Andrews / Taylor were second in 8.05.95 while Green / Long retired on 109 laps. The fastest B heat was Green / Long on 3.34.48 just ahead of Allock / Myzka on 3.25.72, with Reese / Ward hot on their heels on 3.32.45 and Andrews / Taylor on 3.37.17.

John Hallowell, VH 1984 racerone@hotmail.com

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# AROUND THE CLUBS

## Control Line Aeromodellers of Gippsland report

From Peter White

November 7th saw the Control Line Aeromodellers of Gippsland congregate at the Maffra Sports Complex to wait expectantly for the blustery westerly wind to die down. Although this didn't eventuate, a small number of foolhardy or devil-may-care (Depends on who is telling the story) souls attempted to fly in the turbulence created by the indoor stadium that blankets much of the western edge of the oval.

Paul Richardson broke the ice with his diesel powered Peacemaker which bravely battled the conditions. The first flight was to be made with a muffler but the Silver Swallow wouldn't hold a setting. The removal of the muffler saw the motor behave more predictably allowing a couple of good flights.

After another hour or so of jawing off and waiting for the wind to drop (It didn't) the mob, thirteen in all, adjourned to the Richardson residence about two or three hundred meters from the field for a barbeque lunch.

The thirteenth member of the group was non other than Alan Beggs who flew with Robbie Hiern and me around Drovin and Warragul in the '70s and later moved to Loch Sport where he joined the Wurruk Buzzards to fly with Paul.

After lunch and a short meeting we were taken on a tour of the workshop where Paul demonstrated a number of the jigs that he uses. Greg Beevor also demonstrated one of his jigs, indicating that with practice he could be quite a good dancer.

Back at the field nothing had changed so the Beevor boys cast one of their Deltas to the wind which it appeared to cut through quite easily.

Peter Roberts put in a few flights with a combat wing which naturally was not affected by the turbulence.

Yours truly flew a stick trainer, the excuse being that I wanted to check out an old O.S. Pet that I acquired some time ago. I also flew my O.S. Max 10 Griffon which handled fairly well despite its small size and the motor running just on the switch.

Around four o'clock the party began to break up with departure of the Melbourne boys who faced a two hour drive or in Allan Harrison's case, a three hour trip.

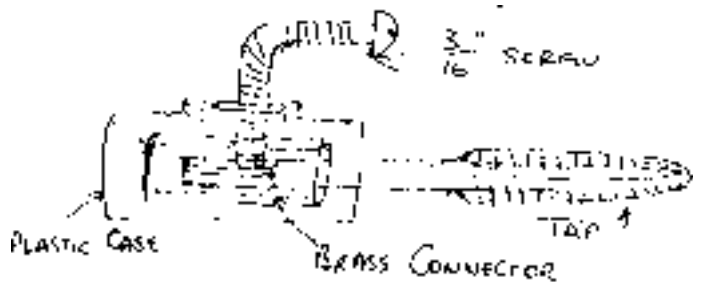
Others who showed up included Ron Jones, Graham Keen, Graham Vibert, Geoff Ingram and John Hallowell who was spending the weekend at Glen Maggie but just happened to have some models in the car.

To the boys who made the long drives we locals say,

"Thanks for the effort"- it certainly adds to the success of the gatherings.

The aforementioned tour of Paul's workshop provided us with a look at some of the jigs and tools which he has designed and constructed or adapted all of which he is happy to share with us.

A very basic tap wrench for small taps such as 1/8th, 4-40, 6-32, etc can be made from an electrical wire connector. Either leave the small screw in place to hold the tap or if more leverage is required, remove it and insert a longer screw, e.g. 3/16" after tapping out the connector sleeve.



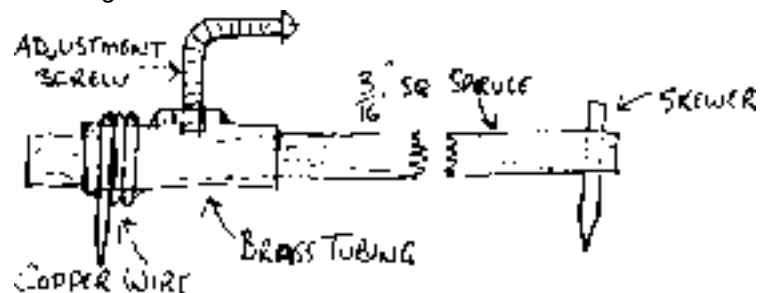
An adjustable tool to set up wing to tailplane alignment can be made from a piece of 3/16" square spruce or similar and a 1" piece of brass tubing. Drill a 5/32" hole in the tubing and solder a 1/8th nut over the hole. It may require re-tapping to remove excess solder.

Wrap and solder a length of heavy copper wire around the tubing, leaving about 1/2" sticking out which can be sharpened to a point.

Through one end of the 3/16" spruce, drill a hole to accept a bamboo toothpick or the like which acts as a marker.

Insert a 1/8" bolt in the soldered nut and if more leverage is needed bend it to a right angle.

This can be used to measure from the T.E. or the hingeline of the wing to the hingeline of the tailplane to square up the alignment.



The next report will detail an engine incidence gauge and a small spirit level, either of which could be used in conjunction with an incidence meter such as the Robart.

The next meeting is scheduled for Knox on December 5th with the following Warragul day on January 2nd.

Anyone wanting more details can contact:-

Peter White on 51 47 5120 or

Paul Richardson on 51 47 2347 or mobile 017 943 728

# Scale Racing (Goodyear) Equipment Analysis:

Supplied by: T. Georgiadis

TEAM	STATE	MODEL DESIGN	ENGINE	PROP SIZE/MAKE DIA. x PITCH (INCH.)	FUEL SYSTEM
Liddicut/Georgiadis	VIC	"Buster 20"	Super Tigre G15	1x6 Taipan Modified	Squeeze+Q/Fill
Dillon/Dillon	QLD	"Miss San Bernardino"	Super Tigre G15	1x5 Orupner - 0	Squeeze Bottle
Adler/Furno	WA	"Orl Racer"	Super Tigre G20/15D	1x7 1/2 Bartel G/Fibre	Squeeze+Q/Fill
Kotney/Benkauer	WA	"Cosmic Hand"	Super Tigre G20/15D	1x7 1/2 Bartel G/Fibre	Squeeze Bottle
Roberts/Wilson	VIC	"Argander"	Super Tigre G15	6 1/2 x 6 Bartel G/Fibre	Squeeze+Q/Fill
Lee/Holland	NSW	"Argander"	Super Tigre G20/15D	1x7 1/2 Potter (Drazek) G/F	Squeeze Bottle
Holmes/Wagent	VIC	"Miss San Bernardino"	KV'S 15	6 1/2 x 7 1/2 Don G/Fibre	Squeeze Bottle
Owen/Owen(Sr)	NSW	"Buster 20"	Super Tigre G20/15D	7 1/2 x 6 Taipan	Squeeze+Q/Fill
Cooper/Coombs	SA	"Casutt"	Taipan 15/28-S	6 1/2 x 6 Taipan Modified	Squeeze+Q/Fill
Disloro/Fellesmidt	SA	"Boo-Ray"	Cox 15 Special	6 1/2 x 6 Taipan	Squeeze Bottle
Gilbert/Williams	NSW	"Argander"	Taipan Blackhead DL	8x6 Taipan Mod. to 7x3	Squeeze Bottle
Kugart/Miccollo	VIC	"Argander"	PKW 15	1x8 Top Flite wood	Squeeze Bottle
Oomen/Vowssend	NSW	"Boo-Ray"	Taipan 15/28-S	6 1/2 x 6 Taipan	Squeeze Bottle
Jeffery/Jeffery	VIC	"Little Gee"	Super Tigre G15	1x4 Taipan	Squeeze Bottle
Shurmer/Rule	NSW	"Buster 20"	Super Tigre G20/15D	1x6 Bartel (Torn.) G/F	Squeeze Bottle
Stivoy/Collins	WA	"Casutt"	Rossi 15/27-N	5 1/2 x 7 Bartel (Torn.) G/F	Squeeze Bottle
Owen/Owen(Jnr)	NSW	"Buster 20"	Super Tigre G20/15D	7 1/2 x 6 Taipan	Squeeze Bottle
Rule/Shurmer	NSW	"Miss San Bernardino"	Super Tigre G20/15D	1x6 Taipan Grey	Squeeze Bottle
Kyles/Smith	NSW	"Sando"	Super Tigre G20/15D	1x6 Taipan Grey	Squeeze Bottle
"Averbeem/Houstein"	ACT	"La Jolita"	Rossi 15/21-N	1x6 Top Flite Nylon	Squeeze Bottle
Jenkinson/Jenkinson	VIC	"Pitts Special"	Taipan 15/28-S	6 1/2 x 6 Taipan Grey	Squeeze Bottle
Squire/Sweetman	VIC	"Pitts Special"	Taipan 15/28-S	1x4 1/2 Top Flite Maple	Sand Pump+Q/F
Clarke/Harbarton	SA	"Shoestrung"	Rossi 15/21	1x6 Taipan	Squeeze Bottle
Barton/Bougaton	VIC	"Casutt"	Taipan 15/2	1x7 Don G/Fibre	Squeeze Bottle
Chomson/Edmonds	VIC	"Argander"	Taipan 15/28-S	1x4 Taipan	Squeeze Bottle

**Note:**

\* Propeller Abbreviations: G/F - Glass Fibre, C/F - Carbon Fibre, N - Nylon.

Diameters quoted in fractions, sizes are trimmed from standard diameters in their particular brand sizes:

\*\* All models incorporated fuel shut-offs. Swelling System Abbreviations: Q/Fill - Tanks filled via Quick-fill plug. Squeeze Bottle - Sand held fuel bottle.

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# CONTEST RESULTS



Combined Speed and Midge Speed at Frankston Sun 21st November

Name	Place	Class	Flight 1	Flight2	Flight3	Fastest in K.P.H.	%	Motor
K. Hunting	1	Midge	10.69	10.50	10.59	137.65		PAW
J. Hunting	2	Midge	11.24	11.775	10.91	132.48		PAW
R. Hiern	1	FAI	13.3	0	13.6	270.67	95.48	Profi
R. Hiern	2	.21	15.00	14.73	-----	244.6	94.9	Nova Rossi 21
N. Wake	3	1	16.175	-----	-----	222.56	91.8	OS CZ11PS
N. Wake	4	FAI	14.92	14.53	14.74	247.76	87.4	Irvine
P. Roberts	5	1	17.18	17.06	17.01	211.64	87.3	CS 11
C. Agnew	6	1	18.25	17.65	18.3	203.96	84.13	OS CZ11PS
R. Hiern	7	Vintage	13.74	11.54	-----	125.24	77.01	ED Racer
P. Wake	8	1	23.42	-----	-----	153.71	63.4	STX11
J. Hunting	9	1	0	0	0			CS11

Mini-Goodyear Frankston 21st November

1 Ray/Ray	3.48.5	-----	7.34.13
2 Wilson/Ellins	3.38.97	-----	7.37.13
3 Bailey/Agnew	6.27.41	5.41.56	60 laps
4 Hunting/Hunting	70 laps	5.43.9	

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**Editors Note:-** I received a sample Mills Mite Kit in the post. As the article from George Car states everything is included except glue and finishing materials. The tailplane and hinges are already assembled and the wing is profiled and comes complete with an aerofoil section.

Well done! The Doonside Club. I hope your project at the nationals meets with success.

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9AM TEXACO 11AM DURATION	9AM AEROBATICS 9AM JUNIOR SINGLE RAT 9AM FAJED COMBAT (AUSTRALIAN FAST ALLOWED) 9AM TO 12M COMBINED SPEED, INCLUDING FAI AND MIDGE	10AM TO 3:30AM OPEN 3:30AM: TEALS HOUR SCRAMBLE. 10AM TO 3:30AM: R/C NOON-1:10 KIDS BLDG

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