
**THE VOICE OF CONTROL LINE
AEROMODELLERS FROM
AROUND AUSTRALIA**

Number 294

Produced by the Victorian Control Line Advisory Committee



March 2024

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PRODUCTION SPECIFICATIONS

**Please send any submissions for publication by CD/
memory storage device or use Email.**

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



COMING EVENTS



VICTORIAN CONTROL LINE CONTEST CALENDAR 2024

DATE	EVENT	CLUB
Mar 9-11	S.A. State Champs. (TBC)	Monarto
Mar 17	Combined Stunt, F2F team race.	CLAMF
Mar 29-Apr 1	Victorian 2024 State Championships (Easter weekend)	CLAMF, KMAC
Apr 14	Vintage Combat.	CLAMF
Apr 28	Throttles etc.	KMAC
May 19	Carrier Deck, Combined Speed	CLAMF
May 26	American designs.	KMAC
Jun 9	Classic FAI , Vintage A, ½ A Combat.	CLAMF
Jun 30	Unconventional models.	KMAC
Jul 14	Classic Stunt, Combined Speed.	CLAMF
Jul 28	Warbirds and KMAC AGM	KMAC
Aug 11-17	C/L World Championships, Muncie USA	
Sep 8	Combined Speed , Vintage Combat.	CLAMF
Oct 13	F2B & Classic Stunt, 27 Goodyear.	CLAMF
Nov 10	Warbird Stunt and Nobler Stunt, Combined Speed,	CLAMF
Dec 8	Vintage A, Classic B, Classic FAI.	CLAMF

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

CLAMF Frankston Flying Field, 103R Old Wells Rd, Seaford (Melway 97J10), GPS -38.086777,145.148009
10.00am start

Contact :- Secretary, H. Bailey (03) 5941 5978
Email :- clamf@ozemail.com.au
Web site :- <http://clamf.aerospports.net.au>

KMAC Stud Rd. Knoxfield
(opposite Caribbean Gardens) (Melway 72 K9) 10.00am start
Contact: President:- Reeve Marsh 0405 001 008
Email:- knoxmacvic@gmail.com
Web site :- <https://sites.google.com/view/knox-model-aircraft-club/home>

CLAG has monthly fly-ins at the Moe Race Track every first Sunday of the month.
Contact :- Reeve Marsh 0405 001 008



COMING EVENTS



C.L.A.S. CONTEST CALENDAR 2024

DATE	EVENT	CLUB
Mar 2-3	Hunter Valley Championships.	MDMAS Muswelbrook
Mar 17	Non-Comp Stunt day	KMFC
Mar 24	Combined Speed	SSME
Apr 7	F2B Aerobatics	SSME
Apr 14	Gala Day	KMFC
Apr 27-28	Qld State Champs (Racing only)	CLASII Ipswich
May 5	Classic Stunt	SSME
May 12	Gala Day	KMFC
May 18-19	Veterans Gathering.	MDMAS Muswelbrook
June 1-2	W A State Championships	Whiteman Park
June 8-10	NSW State Championships (Aerobatics)	Whalan Reserve
July 7	Anf Fun Fly & AGM	KMFC
Jul 21	Speed Day	KMFC
Jul 28	F2B Aerobatics	Whalan Reserve
Aug 4	Peacemaker Day	KMFC
Aug 11	Classic Stunt	SAT
Aug 24-25	Oily Hand Diesel Weekend	Cowra
Sep 28	Slow Combat & Vintage Combat	SSME
Sept 14-15	Rocky Rally, Classic B and Fun Fly	Rockhampton
Sept 15	Gordon Burford Day	KMFC
Sept 28-30	NSW State Champs, (Racing & Speed)	Twin Cities Albury
Sept 28-30	Qld State Champs (Combat only)	CLASII Ipswich
Oct 13	F2B Aerobatics	SAT
Oct 20	Gala Day	KMFC
Oct 27	Classic Stunt 1	SAT
Nov 3	Non-Comp Stunt Day	KMFC
Nov 10	F2B Aerobatics	SSME
Nov 24	F2B Aerobatics	Whalan Reserve
Dec 1	Christmas Party & Fun Fly	KMFC
KMFC -	(Ku-ring-gai Model Flying Club) - St. Ives Showground, Mona Vale Rd, St. Ives.	
SAT-	(Sydney Aeromodelling Team) - "Duck Pond", Ashford Road, Milperra.	
SSME -	(Sydney Society of Model Engineers) - Model Park, Luddenham Road, Luddenham.	
DOONSIDE-	Baseball diamond, Whalan Reserve.	

Hunter Valley Championships, is to be hosted by Muswellbrook District Model Aero Sports Inc. to be held 1st, 2nd and 3rd of March 2024, at 8640 New England Highway, Muswellbrook, 2333, NSW.

Before flying check with your Contest Director or Club Safety Officer for site and event safe rules and pilot briefings.

Friday:

Fun fly and practice:

Saturday:

Control Line: Classic and Taster, Profile Stunt, 27 Diesel Goodyear, Vintage 'A' Team Race, Slow Combat,

S.A.M. Burford & Duration

Free Flight 5:30pm start, 1/2hr Power Scramble (weather permitting)

Sunday:

Free Flight HLG, CLG and DLG (7am - 9:30)

Control Line: F2B Stunt, Vintage and 1/2A Combat, Combined Speed.

S.A.M. Cabin Scramble & Texaco. 10am start.

J Walker

2024 W.A. C/L CONTEST CALENDAR

DATE	EVENT VENUE	ORGANISER
18 FEB	COMBINED SPEED	WAMASC
25 FEB	TEAM RACE PRACTICE DAY	WAMASC
3 MAR	COMBAT FUN DAY - ALL CLASSES	WAMASC
17 MAR	COMBINED SPEED	WAMASC
24 MAR	POSTAL CLASSIC FAI - Round 1	WAMASC
14 APR	COMBAT FUN DAY - ALL CLASSES	WAMASC
20 APR	TARMAC VINTAGE STUNT	LUMEN CHRISTI
4 MAY	PHANTOM EVENT	LUMEN CHRISTI
5 MAY	COMBINED SPEED	WAMASC
18 MAY	TARMAC F2B	LUMEN CHRISTI
19 MAY	27 GOODYEAR	WAMASC
25 MAY	TARMAC DAY	LUMEN CHRISTI
1 JUN	STATE F2A, F2C & CLASSIC FAI - Round 2 Postal	WAMASC
2 JUN	STATE F2A, F2C, F2D & VINTAGE TEAMRACE	WAMASC
3 JUN	STATE F2A, F2C & F2D	WAMASC
9 JUN	COMBAT FUN DAY - ALL CLASSES	WAMASC
15 JUN	STATE VINTAGE STUNT	LUMEN CHRISTI
21 JUN	INDOOR NIGHT	LUMEN CHRISTI
30 JUN	COMBAT FUN DAY- ALL CLASSES	WAMASC
6 JUL	STATE F2B	LUMEN CHRISTI
7 JUL	COMBINED SPEED	WAMASC
21 JUL	JULY STATE HALF-A COMBAT	WAMASC
27 JUL	PHANTOM EVENT	LUMEN CHRISTI
15 SEP	POSTAL CLASSIC FAI - Round 3	WAMASC
22 SEP	COMBINED SPEED	WAMASC
27 SEP	INDOOR NIGHT	LUMEN CHRISTI

Note that there are now TWO events this year for Phantom Racing and I hope that we have as much support as we did in 2023.

Hoping to see most of you at one competition or another.

Regards,

Norm

2024 CLASII Ipswich Calendar



18 Feb	27 Goodyear, Classic B
1- 3 Mar	Hunter Valley Champs
16 Mar	21 Bendix, 27 Goodyear
29 Mar -1st April 2	Victoria State Champs
18 May	21 Bendix, 2.5 Rat
8 - 9 Jun	NSW Combat State Championships
6 - 7 Jul	QLD State Combat Champs, CLASII Ipswich Vintage Combat, F2D, Open Combat, 2.5 Slow Combat, 35 Slow Combat
31 Aug - 1 Sep	QLD State Racing Champs, CLASII Ipswich 2.5 Rat, 27 Goodyear, Classic B, Vintage B, Vintage A, Classic FAI, 21 Bendix, Open Bendix
Sep	Rockhampton (Rocky Rally)
Oct	Albury NSW Racing State Champs
14 Dec	Christmas Breakup, 27 Goodyear, Open Combat, Vintage Combat

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AROUND THE CLUBS

KMAC All Aussie Fly In.



Jan 28th at the Knox Field.



Beau Murphy kept himself busy all day flying various combat models.



KMAC club President Reeve Marsh, with his Stunt model.

There was a good turn out at the Knox Club field for the first club meeting of the New Year. The field had needed some work done to recover from the recent rains that had flooded the flying

surface up to the level of the rails that form a fence line for the flying area. The water had drained away and the ground was firm underfoot. One circle was useable to fly the many stunt models that were on display, whist another was suitable for flying some combat models.

With no contest scheduled it was a case of wait your turn for a chance to get into the circle when you were ready.



Robin Hiern flew his recently completed model that he built from a kit. The engine used was a Frog 1.5cc diesel.



COMBINED SPEED COMPETITION 11-2-2024 FRANKSTON



Our first comp of the year was held in hot conditions, with a slight wind, forecast was supposed to be 31 degrees, but it got to 35.

We had our usual fliers except for Ken Hunting as he had some health problems.

Tim was first up with his Half A Proto OS10FP and got his usual 3 good flights.

Murray had 3 constant times in Half A about on the limit for the JAK diesel, should convert to a glow version as they are faster.

I flew my class 5 Novarossi, tried a few things, on the last flight I dropped the head .002 thou!!!, it went ok but was a fraction slower, on checking at home I had dropped it by .004" so was way over compressed. Senior moment! It was 25 to one, but did NOT blow plug and head looked perfect, I normally run about 19/1.

Murray flew old reliable OS60VR class 3 that had problems at the West Wyalong Nationals as the front bearing had failed. With a replaced bearing, it went fractionally better than his record, he also tried his F2A but did not go fast, then next flight he cut it out as it did not sound ok.

Harry flew his class 5 model as well as his OS



CZ11 class 1, the OS /Enya etc. are at a disadvantage on the big wires .016", compared with Novarossi, so maybe we let them on the OLD size of .012", I can give you some wire if you want for Free.

Tim also flew 3 good flights with Magnum 15 simple speed, he tried a few props and last flight was faster, time to get the Dremel out.

I then flew my 2cc Novarossi which is set up to British rules to break their record, which is held by P. Halman, they mostly use Irvine 15 with special cylinder. and they use a Super silencer, like a magic muffler.

I have been close, so time to put in my good motor but it's just for my amusement.

Thanks for all the guys that turned up early to try and avoid the heat and later fly 27 Goodyear team race.

Thanks to 3 timekeepers Ron Savage, Terry Dodds and Neil Baker.

Next competition is the Vic State Champs Easter, at end of March.

F2A on Friday and Sat, Combined on Saturday, all welcome.

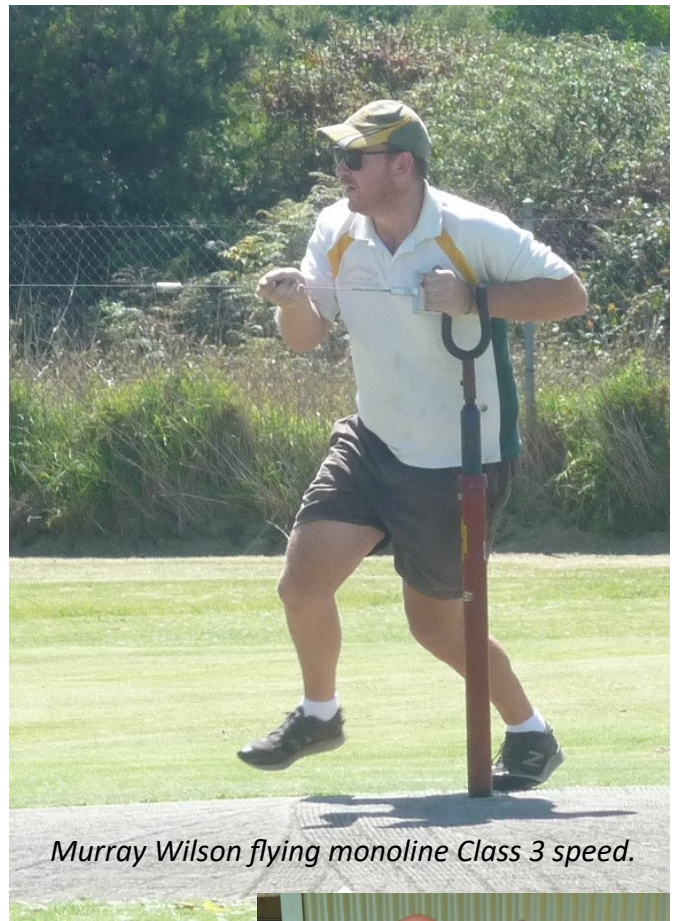
Speed report by Robin Hiern.

COMBINED SPEED RESULTS

NAME	CLASS	ENGINE	FL 1	FL 2	FL 3	FASTEST	Kilometres/Hour	Percentage	PLACING
M. Wilson	CLASS 3	OS-60VR	10.74	10.89		10.74	269.7	100.5	1ST
R. HIERN	BRITISH 2cc	NOVAROSS1 12	15.26	15.17	15.36	15.17	237.31	99.53	2ND
R. HIERN	CLASS 5	NOVAROSS1 .21	15.89	15.45	15.89	15.45	233	95.2	3RD
T. COOPER	S/SPEED	MAGNUM 15	24.92	25.31	23.3	23.3	154.5	94.42	4TH
M. WILSON	1/2A PROTO	JAK 09 D	25.48	25.46	25.31	25.31	142.2	92.69	5TH
M. WILSON	FAI	PROFI 15	13.17	NEL		13.17	273.3	91.17	6TH
H. BAILEY	CLASS 5	NOVAROSS1 21	17.5	17.54		17.5	205.7	84.05	7TH
T. COOPER	1/2A PROTO	OS 10 FP	28.15	27.87	28.62	27.87	127.88	83.33	8TH
H. BAILEY	CLASS 1	OS CZ11PS	19.94			19.94	180.54	78.03	9TH.



Robin Hiern prepares his "British 2cc model"



Murray Wilson flying monoline Class 3 speed.

We had three teams with **27 Diesel Goodyear** models, so we dispensed with flying heats and went straight into a 200 lap final race. Tim Cooper had Keith Baddock assisting him with his Fora powered "Shoestring" Murray Wilson took on the pitman duties for Harry Bailey's K12 powered "Ohm Special" and Neil Baker flicked for Colin Ray, who was flying a borrowed model using a Fora combat engine. The race was evenly matched between Bailey/Wilson and Ray/Baker with little or no overtaking, but Cooper/Baddock were slightly down on airspeed. At the end of the race the stop watches showed it was a close run thing between the top two teams with a winning margin of 1.19 seconds going to Ray/Baker.

27 Goodyear Results

Team	200 laps time.
C. Ray/N. Baker	10:26.28
H. Bailey/M. Wilson	10:27.47
T. Cooper/K. Baddock	11:36.85



Colin Ray and Neil Baker with their winning 27 Goodyear model.

Hi all

We're trying something new this year at the South Australian CL State Champs. A more relaxed version of Vintage Stunt. With the hope that more people will give it a go. Fly any model that's pre-1961. Any engine. Still get the encouragement points for small engine etc. but none of the age or beauty stuff.

Please also note the change to scoring, as trialled successfully at the Nationals and the consensus was to consider altering the Rules. We will also trial it. Reason - it is almost impossible to write scores down from individual manoeuvres within a group, before the next one starts. Instead, the judge now scores the group of manoeuvres together only once and a K factor is applied when tallying scores to maintain the same end result.

Example - 3 consecutive inside loops

Old method - Loop 1 score out of 10, plus loop 2 score out of 10, plus loop 3 score out of 10. Maximum possible is 10+10+10=30 points

New method - Three loops judged as a group out of 10. Tallyer applies K factor = 3. Maximum possible score is 10 x 3 = 30 points

Same overall potential points for the pattern as previously. Except that if the pilot does not complete all of the loops (in this example) the score is zero, whereas previously some points might have been gained from only one or two completed loops.

And a reminder that the Vintage Combat rules have also been modified, to permit use of modern 1/2A Combat models, when fitted with a 2.5cc engine.

Cheers,

Maris Dislers.



GLOW PLUGS AND HEADS.

The glow plug was invented in the 1940's by Ray Arden, prior to that model engines where either compression ignition diesels or mostly Spark Ignition which is like in cars consisting of a coil to generate high voltage spark, a condenser, a set of points to open at correct point so spark occurs just before TDC, and is adjustable, and a spark plug and batteries.

All this added weight and complexity, and points can get oil on them, one of the problems with spark ignition is if spark plug gets flooded you don't get a spark.

In a glow plug you can burn off the excess fuel.

Plugs use a 1/4 x32 tpi thread which is UNEF, they come in short and medium length, but don't seem to be standardised, so you should check that plug does not stick out of combustion chamber, or be too short.

The element material is usually mostly PLATINUM with some amounts of Rhodium and or Iridium.

The current price of Platinum has gone through the roof, maybe because so much is used in Catalytic converters in our cars, that is why our plugs are so dear.

It is the catalytic effect, when methanol and platinum get together that keeps the plug hot and the engine firing.

I have re-elemented an Irvine head with Nichrome wire and it glowed and ran, but I did not get around to flying it.

Later on COX made a one piece head with integral element, so no daggy thread to spoil combustion shape.

When they burnt out they used to tap them out 1/4-32, but not as good, due to the relative big thread to bore size, in larger bores not so bad.

Rossi and others brought out an integral head which worked OK, but meant when they burnt out \$\$\$ also the head volume may not always be the same, as I have seen heads with the same number but different shape /volume.

Next step was Nelson/Dodge brought out a 9/32-32 TAPER seat screw in plug, if head machined correctly with the taper seat and the combustion shape, when looking from inside head chamber and plug looked like integrally smooth contour, i.e. no step /thread.

Also they had Glow Bee plug, machined from Cox GB heads, and held down by a sleeve nut [turned down Nelson plug, these were mostly used for FAI fuel whereas Nelson for high Nitro, they did a std and HD but did not seem much different, later on he only had the HD.

Later again he made some Hot ones for Carrier? They were the same but the hole where element was bigger allowing more room for fuel to get to element, these are no longer available.

The Glow bee heads used a flat coil element like an electric stove element, problem is that after a flight sometimes the element would drop down and touch body and cause to go cold, OK for speed, just pull element out each flight, but for racing if it does, it sounds rich so pitman winds needle in at pit stop, then if put new plug in it is too lean.

With GB the element should be pulled up with a pin about 1.5 -2mm, making sure element does not touch another coil.

The Russians make a head called Peep hole, it uses a flat bottom plug as a drop in and a small hole into combustion chamber.

The heat range of the plug is determined by diameter of wire, size of hole on plug body, length of wire, type of wire etc.

Best to set compression as high as you can. Then control ignition point by heat range, heat range and comp determine how much advance that is the amount that fuel ignites before TDC, mixture has to start burning before TDC so that maximum pressure occurs at or close to TDC, too early and works against piston, too late and maximum push on piston downstroke is not achieved.

Some fuels i.e. Nitro need more advance as they are slow burning, for high RPM and nitro you need Propylene Oxide to speed up the burn, similar to IPN in a diesel.

Head shapes. Most heads now use SQUISH band heads, that is a flat portion of the head of around 50+ % area at the circumference of head so that at TDC it is very close to piston .010-.20" clearance, this is so that at tdc the mixture is squished out of the gap towards combustion chamber, which is usually a small hemi chamber, of small surface area.

This is so you can run high compression without dreaded Detonation, which is when mixture Explodes instead of a controlled burn.

Plug should ignite fuel at element, heat mixture and burn like an advancing bushfire.

Detonation is very bad for engines, usually spotted by sandblasted head and piston, sometimes it eats away at top of piston at extreme edge near the liner and forming a minute moat which can flair very top of piston a scrape against liner, very BAD.

Extreme top of piston must never touch the cylinder, if it does needs to be very gently removed, after a lot of running top 1.5 mm should have brown stain.

Numerous head shapes have been used from trumpet shape, Rossi /Cox, but the Hemi is easy to replicate, some use a double bubble, hard to reproduce etc.

Sometimes the squish band on the head has a 1-3 degree taper, wider to centre to help squish force mixture towards bowl, also helps mix fuel so that it is all the same mixture, it may be of the correct ratio, but not uniform throughout bowl with various strengths.

I always try and run as high a comp I can as compression gives Torque and can help economy.

There is a fine line between enough and too much.

Best way is to experiment on the bench with a proper test prop running at the correct air RPM and writing it down.

Try and maintain a close squish and then alter volume of bowl, for small adjustments change shims.

If?? it is over compressed and you add too much shim, may be worse as squish not working.

Sometimes? Too high does not blow plug.

At a comp a while ago with my NR .21 I flew then decided to drop head .002 thou, except I made a mistake and dropped it too far, flew it sounded good but a fraction slower.

When I got home I measured volume and found it was 25 to 1 comp, way too high, I usually run 18 to 1.

The Nelson plug was perfect, so was piston and head, it would have run on diesel fuel, I stuffed up!!

Most plug wire is .2mm/.010" to .3mm/.012" diameter and 20mm approx. long.

For stunt use due to the very low compression used to get the two /four stroke switching run you need a very hot plug to keep the plug

alight.

On a sport engine if you remove the power lead and revs drop, plug may be too cold or old or just not suitable

When plugs get old they get frosty element time to replace, some cheap plugs I believe are nichrome wire coated in platinum.

Hope this helps.

Robin Hiern.

POSTAL CLASSIC FAI (International)

The 2024 Western Australian C/L contest calendar is now complete and from it I can announce that:

Postal Classic FAI will be as follows:

Round 1 - Any event during the month of March.

Round 2 - Any event during the month of June.

Round 3 - Any event during the months of August/September.

The latter event is over 2 months to accommodate the British Nationals.

I am hoping to see a good number of entries this year in all rounds.

Get building!

Norm Hinton



Jackie Muncaster

2024 Australian Team Qualification final standings for the World Championships in Muncie Indiana.

An update on the Aus team for 2024. Preliminary entries from any country intending to compete, not the final competitor entries, are required to be submitted by Feb 28. I am working with the MAAA in order for them to get letters of offer out to the competitors so I expect them to come out soon. David Gannon (WA) has been appointed as the team manager, thanks David, and he will be your first point of call once the team positions are finalised, we are still looking for an assistant team manager. The CL NSIG will be assisting in any way in the lead up to the champs. The F2OZOS facebook page <https://www.facebook.com/groups/313629455399639/>

was created to share information on Aus team preparations and results, if you have any general questions then we can use this page, if you have more specific questions then you can contact me at

clnsigchair@gmail.com

F2A Speed

Team Name	Qualifying Points	SA	Vic	WA	NSW	Nats
1 A. Heath	1525.0	500.0	495.7		500.0	525.0
2 R. Fitzgerald	1522.5	499.5	500.0			523.0
3 R. Bellis	1464.4	489.4	475.0	500.0		
4 M. Wilson	1459.4	493.4	478.3		487.7	0.0
5 M. Ellins	1450.9	484.7	474.5		491.7	0.0
6 B. Bellis	1393.6	449.1	466.8	477.7		
7 M. Poschkens	1297.9	372.1			440.4	485.4
8 H. Bailey	1256.0	446.7	400.6		408.7	0.0
9 R. Justic	931.9		464.6		467.3	
10 K. Hunting	835.3	254.5	320.2		260.6	
11 S. Rothwell	492.1					492.1
12 J. Walker	468.4					468.4
13 J. Jacobsen	394.0				394.0	
14 T. Letchford	0.0			0.0		

F2B Areobatics

Competitor	Qualifying Points	SA	Vic	WA	NSW	Nats
1 M. Howell	2000.00	500.00	500.00		500.00	1000.00
2 M. Ellins	1813.72	447.21	474.29			892.22
3 F. Battam	1660.25	391.91	410.48			857.86
4 R. Towell	1311.48				396.84	914.64
5 T. Bonello	891.15					891.15
6 K. Barnes	456.18				456.18	
7 B. Hoffmann	439.09				439.09	
8 B. Dashdorj	423.81				423.81	
9 O. Rogers	422.30				422.30	
10 J. Morfitt	399.25				399.25	
11 J. Prosser	361.86	361.86				
12 P. Kock	247.83	247.83				

F2D Combat

Competitor	Qualifying Points	SA	Vic	Qld	WA	NSW	Nats
1 M. Wilson	36	8	16	12			6
2 T. McDermott	24		10	10			4
3 R. Owen	23		12	3			8
4 R. Bellis	22	6	6		10		
5 M. Comiskey	20		6	6		6	8
6 B. Bellis	18	4	14				
7 T. Letchford	10		2		8		
8 C. Dillon (Junior) (tie break)	8				8		
9 L. Baird	8	2	6				
10 I. Thompson	6					6	
11 M. Stewart (Female)	5				3		2
12 K. Parks	4					4	
13 M. Wallace (tie break)	2						2
14 E. Parks (Junior)	2					2	

F2C Team Race

Team Name	Qualifying Points	SA	Vic	WA	NSW	Nats
1 M. Wilson/M. Poschkens	3070.0	1015.0	1020.0		1015.0	1035.0
2 R. Justic/P. Stein	1906.5		941.1			965.4
3 S. Leknys/R. Leknys	1880.3	919.8			960.5	
4 T. Letchford/M. Ellins	907.5				907.5	
5 T. Letchford/M. Sherburn	848.0		848.0			
6 R. Fitzgerald/M. Ellins (tie break)	0.0	0.0				
7 C. Ray/N. Baker (tie break)	0.0	0.0				
8 D. Bainbridge/A. Morris	0.0		0.0			



**VMAA VICTORIAN CONTROL LINE STATE CHAMPIONSHIPS March 29th – April 1st 2024
PROGRAM AND ENTRY FORM**

Date	CLAMF Aeroports 104R Old Wells Road Seaford 3198 VIC (Melway 97 J10)	KMAC Stud Road Knoxfield 3180 VIC (opposite Caribbean Gardens) (Melway 72 K9)
Fri 29th	*Classic FAI T/R (3 Rounds) (start 10:00 am) F2F T/R (3 Rounds) (start 1:00 pm) F2A Rd 1 & 2 (start 3:00 pm)	
Sat 30th	*F2C T/R (3 Rounds) (start 8:30) Vintage A T/R (Grass) F2A Speed (Rd 3 & 4) Combined Speed (hard & grass) Classic B T/R	
Sun 31st	Closed	*F2B Aerobatics 3 rounds (start 9:00am) *Vintage Combat (start 9:00am) Classic Stunt 2 rounds F2D Combat Vintage Stunt 2 rounds
Mon 1st	*27 Goodyear (start 9:00am) Goodyear Half A Combat	Closed

*Events to be run, in the order for each day at nominated time.

The Hearn's Trophy will be awarded to the highest placed Victorian in F2B Aerobatics.

The Monty Tyrell trophy will be awarded to the highest placed Victorian in Classic Stunt.

ENTRY FEES: -

\$10.00 per Senior \$20.00 per Senior Team

\$5.00 per Junior \$10.00 per Junior Team

\$15.00 per Junior/Senior Team

\$5.00 per each additional class in Combined Speed

Maximum fee for an individual \$50

Make Cheques/Money Orders payable to C.L.A.C.

Send funds to: P.O. Box 298. SEAFORD. VIC 3198

Bank Transfer to **BSB: 063-249 A/C No: 1004 5655**

Please identify your name for recipient's statement.

By March 22nd, 2024

NOTE: - "A minimum of 5 entries for each event must be received for that event to be run."

NB. Interstate Entries can be phoned through on Mob 0431 183 153 before 22nd March 2024.

X in box to left of event.

TEAM MEMBERS NAME

<input type="checkbox"/>	F2B AEROBATICS	<input type="checkbox"/>	F2C TEAM RACE	_____
<input type="checkbox"/>	CLASSIC STUNT	<input type="checkbox"/>	VINTAGE A TEAM RACE	_____
<input type="checkbox"/>	VINTAGE STUNT	<input type="checkbox"/>	CLASSIC B TEAM RACE	_____
<input type="checkbox"/>		<input type="checkbox"/>	27 DIESEL GOODYEAR	_____
<input type="checkbox"/>	F2A SPEED	<input type="checkbox"/>	GOODYEAR TEAM RACE	_____
<input type="checkbox"/>	COMBINED SPEED	<input type="checkbox"/>		_____
<input type="checkbox"/>	F2D COMBAT	<input type="checkbox"/>	CLASSIC FAI TEAM RACE	_____
<input type="checkbox"/>	HALF A COMBAT	<input type="checkbox"/>	F2F TEAM RACE	_____
<input type="checkbox"/>	VINTAGE COMBAT	<input type="checkbox"/>		_____

COMBINED SPEED CL1 CL2 CL3 CL4 CL5 PROTO JET

ENTRANT: - _____ AUS NO. :- _____

EMAIL:- _____

PHONE NO: - _____ DATE OF BIRTH (if Junior):- _____

___ (no.) Junior entries	@ \$ 5.00	= \$ _____	___ (no.) Senior entries	@ \$10.00	= \$ _____
___ (no.) Jnr Team entries	@ \$10.00	= \$ _____	___ (no.) Snr Team entries	@ \$20.00	= \$ _____
___ (no.) Jnr/Snr Team entries	@ \$15.00	= \$ _____	___ (no.) Extra speed class	@ \$5.00	= \$ _____

ENCLOSED \$ _____
Indicate Y if you intend to attend the hotel bistro for an evening meal on Sunday evening.

For Sale

Supercool, Control line, Free Flight props.

F2C, Goodyear, Speed, and other props available.

Email me for any enquiries / orders.

Contact Ian Thompson

iandthompson@msn.com mobile 0451085325

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

Andrews Pans.

Hi All,

I've been asked over recent months about the availability of pans and what types I have.

I had a dig in my pan box and was quite surprised to see about 8 different types. It's grown over the years! The quality has improved also. I'm on my 3rd foundry now, it was a problem getting a company who wanted to take it on. Material is casting alloy CC601.

Price is still the same at \$25 for "as Cast" pans. I'm not preparing them in a finished state because of problems with my arms at the moment.

I'm not keeping a lot of stock, but will get some cast if asked. It usually takes about 3 weeks. I will always get a couple extra done.

Also, I've just finished a new master. It's copy of Steve Rothwell's engine plate. Simple little thing, but it will save cutting the plate out of tough aluminium

29 speed pan..... \$30

2cc speed pan....\$25

T/R pans.....\$25

Rothwell style plate..... \$12

All the pans are unfinished. Although I usually clean off most of the flashing,

Andrew Nugent.

andrew.n5@bigpond.com

A.C.L.N. ADVERTISING

For the newer readers, we point out that "private" (personal) ads are free to subscribers, and "commercial" ads are \$20 per quarter page, or \$5 for business card size. Commercial Advertisers can receive a free business card size ad for submitting original articles of interest to A.C.L.N. readers.

Copy or artwork for ads should be sent to the editor, cheques to the treasurer (M. Wilson P.O. Box 298 Seaford, Vic. 3198) If you want to save a stamp, I can forward on any cheques sent with ads, but please make them payable to "Control Line Advisory Committee"



Taipan Products.

Propellers

\$5 each 7x4 Flexi Nylon

\$5 each 7x4 BASF Hard

\$5 each 8x4 Flexi Nylon

\$5 each 8x4 BASF Hard

\$5 each 8x4 early mould, Flexi Nylon

\$5 each 7x6 early mould. BASF Hard

\$5 each 7x6 early mould BASF Hard

\$5 each 7x6 Flexi Nylon

\$5 each 8X6 Flexi Nylon

\$5 each 9X4 BASF Hard

\$5 each 9x6 BASF Hard

\$5 each 10x4 BASF Hard

\$5 each 10x6 BASF Hard

Note * BASF is the hard black material.

\$10 each 2" Ertacetal Black Wheels (Grass racing or combat)

\$32 each Tarmac wheels. (Alloy and polyurethane).

\$9 Static engine stands for display. (Brass)

POA Steel lines. 0.015" 52 feet, 42 feet & 60-65 feet.

\$10 Line reels. Plastic. Large Diameter.

\$16 Double line reels for combat. Large Diameter.

Greg Nelson.

taipanprop@gmail.com

Enya 36 c/l fair	\$40
Enya 049 reed valve glo new in box	\$90
MP Jet 061 BB glow new in box	\$100
MP Jet Letmo 2.5 rep new in box	\$100
Speed and T/R pans ABC sizes new undrilled from	\$15

let me know what your after.

Contact Wayne Wilson at whyzedman@hotmail.com

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Tank Valves

Filler Bottle Valves

Shaft Extensions

Engine Plates

Venturis and threaded inserts and general machining.

Phone 07 3288 9263

Mobile 0402 295 370

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

Cost \$4.50 each plus postage. All lengths 12"

Sizes: 3/8"x3/8"
3/8"x1/2"
1/2"x1/2"

Also, I now have a stock of 3/16" sq. and 1/4"sq rock maple spars.

All spars are precision sanded with 150 grit. \$4 each plus postage.

TCA Italian glow plugs in Australia.

I have for sale a large range of TCA glow plugs.

TCA supply Luca Grossi the current F2A European champion.

There are std type 1/4x32 thread, Nelson style tapered seat with flat coils and the "turbo style" tapered seat.

Italian made TCA Nelson type combat plugs arrived for those that might be interested, \$8 each plus postage.

email: ah Heath296@gmail.com

Taipan propellers in the following sizes available:

Flexible white nylon 7x6 \$2.20 each.
Small number of black (Glass Filled)

7x4 & 7x6 left @ \$2.50 each

9x6 Black GF \$3.00 each

10x4 Black GF \$3.50 each

10x6 Black GF \$3.50 each

+ letter post or parcel post rates depending on size, weight & quantity ordered.

Pure, first pressing Castor Oil:

Note: New price increase below due to a 20% price increase from my supplier effective 1/12/19

2.5 litre \$35 +3 kg satchel Auspost price

4.0 litre \$50 +5 kg satchel Auspost price

4.9 litre \$60 +5 kg satchel Auspost price

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

Above prices inclusive of new container cost

Premixed Diesel fuel in new 500 ml & 1 let steel containers \$22 & \$35 respectively

I cannot post diesel fuel (i.e. dangerous goods) unless you can arrange with your own courier

PayPal "gift payments" accepted

Bank EFT deposits accepted.

Cash accepted.

PH Ken 0433 797 058 combtkid@hotmail.com



Score Control Line Stunter.

Top Flite (the same USA firm which made the excellent Noblerr ARF) stunt model "Score" 57 inch ARF with Enya 50 stunt engine. New & unused, ready to go but engine needs running-in. This is a well finished and attractive pro-built model which has been hung in my study for a few years. Best offer. See video <https://www.youtube.com/watch?v=fkUBW9tlyNs>

Derek Pickard 0419 388 075



"4 Bolt Head and Prop Driver Washer for a SABRE 29."

Consider other SABRE bits 19 or 29.

contact Alan Matthieson-Harrison

19 Queen Street

Rochester Vic 3561

0414 273 180 (best to TEXT first)

Taipan MK V diesel any condition also any parts.

K&B 15S rear housing

Taipan 61 parts or engine

Contact Wayne Wilson whyzedman@hotmail.com

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