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THE VOICE OF CONTROL LINE  
AEROMODELLERS FROM  
AROUND AUSTRALIA

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Number 37



Produced by the Victorian Control Line Advisory Committee

September 2000  
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**Copy Deadline for next issue is:  
Wednesday 20th September 2000  
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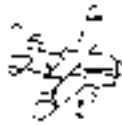
Conest results should be tab delimited, ie use a single tab between each column of results, if submitted by disk. This makes formatting much easier on the editor.

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# COMING EVENTS



## CONTROL LINE CONTEST CALENDER 2000/2001

SEPT 3	Classic Stunt, Vintage Stunt, Simple Rat race, Simple Combat, Aust "A" Team race, Aust "B" Team race. Warragul	
SEPT 10	<b>FAI &amp; Combined Speed, 1/2A Team race, Mini Goodyear,</b> Junior 2.5cc Combat.	CLAMF
SEPT 24	FAI, Novice & Junior Aerobatics, Classic Stunt, 1/2A Combat.	KMAC
OCT 1	Country day. Maffra Sports Complex	CLAG
OCT 8	Simple Rat race, Simple Goodyear.	SMAC
OCT 15	<b>FAI Team race, Goodyear,</b> Jnr 2.5cc Rat race, <b>2.5cc Rat race (Riverside Trophy).</b>	CLAMF
OCT 22	FAI, Novice & Junior Aerobatics, Combined Speed, Class 2 Team race, Vintage "A" Team race.	KMAC
NOV 5	Country Day at Knox	CLAG
NOV 12	Triathlon.	SMAC
NOV 19	<b>FAI &amp; Combined Speed,</b> FAI & Modified Combat, <b>Mini Goodyear, 1/2 A Combat.</b>	CLAMF
NOV 26	Monty Tyrell Memorial - Classic Stunt.	KMAC
DEC 10	Aust "A" Team race, Aust "B" Team race, Bendix.	SMAC
DEC 17	<b>FAI Team race, 2.5cc Open Combat, 1/2 A Team race.</b>	CLAMF
2001		
JAN 21	<b>FAI &amp; Combined Speed, Mini Goodyear.</b>	CLAMF
JAN 28	FAI (Hearns), Novice & Jnr Aerobatics, Vintage "A" Team race, Aust "B" Team race.	KMAC
FEB 4	Simple Rat race, Simple Goodyear.	SMAC
FEB 18	<b>FAI &amp; Combined Speed, 1/2 A Combat, Mini Goodyear.</b>	CLAMF
FEB 25	Classic Stunt, Vintage Stunt, Class 2 Team race.	KMAC
MAR 11	Hand Launched Glider.	SMAC
MAR 18	<b>FAI Team race, Goodyear,</b> Simple Rat race.	CLAMF
MAR 25	FAI, Novice & Jnr Aerobatics, Vintage "A" Team race, Aust "B" Team race.	KMAC
APR 8	Simple Combat.	SMAC
APR 13,14, 15,16	Victorian Control Line State Championships.	KMAC/CLAMF
APR 21 - 27	54 <sup>th</sup> Australian National Championships. Busselton, W.A.	
APR 29	FAI (Yeoman), Novice & Jnr Aerobatics. Vintage Stunt.	KMAC
MAY 6	Vintage "A" Team race,	

	Aust "A" Team race.	SMAC
MAY 20	<b>FAI &amp; Combined Speed,</b> Triathlon (Artil Trophy), <b>1/2 A Team race.</b>	CLAMF
MAY 27	FAI, Novice & Jnr Aerobatics, Classic Stunt, Simple Rat race.	KMAC
JUNE 10	Balloon Burst, Limbo.	SMAC
JUNE 17	<b>FAI Team race, Goodyear,</b> 1/2 A Combat, FAI & Modified Combat.	CLAMF
JUNE 24	FAI, Novice & Jnr Aerobatics, Combined Speed, Vintage "A" Team race.	KMAC
JULY 8	Simple Rat race (whipping permitted)	SMAC
JULY 15	<b>FAI &amp; Combined Speed, Jnr 2.5cc Combat,</b> <b>Mini Goodyear,</b> Jnr 2.5cc Rat race.	CLAMF
JULY 22	FAI, Novice & Jnr Aerobatics, Class 2 Team race, Vintage Stunt.	KMAC
AUG 12	Simple Combat.	SMAC
AUG 19	<b>FAI Team race, 2.5cc Rat race, 1/2 A Combat, Combined Speed.</b>	CLAMF
AUG 26	FAI (Stuntmasters), Novice & Jnr Aerobatics, Vintage "A" Team race, Aust "B" Team race.	KMAC
SEPT 2	Classic Stunt, Vintage Stunt, Aust "A" Team race, Aust "B" Team race, Simple Combat.	Warragul
SEPT 9	Vintage "A" Team race, Aust "A" Team race.	SMAC
SEPT 16	<b>FAI &amp; Combined Speed,</b> Simple Rat race, <b>1/2 A Team race.</b>	CLAMF
SEPT 23	FAI, Novice & Jnr Aerobatics, Classic Stunt, Bendix.	KMAC
NOTE -	All SMAC events to be held at KMAC flying field. All events at KMAC except Aerobatic events to be run by CLAMF, DAC & SMAC members.	

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

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

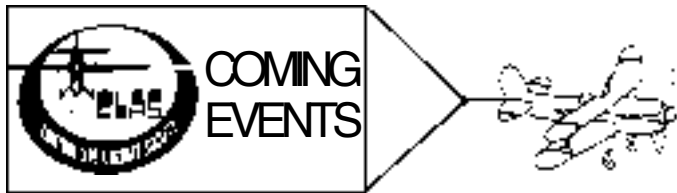
**SMAC** Contact :- Reeve Marsh (03)9776 5949

**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
SEPT 10	KMFC	CLASSIC STUNT (F2B PATTERN)
SEPT 17	ILLAWARRA	
	MFC	F2B AEROBATICS
<i>SEPT 30-OCT 2</i>		<i>NSW STATE CHAMPIONSHIPS</i>
OCT 15	REMAC	DUKE FOX MEMORIAL STUNT
NOV 19	SAT	F2B AEROBATICS
NOV 19	KMFC	VINTAGE A T/R, 1/2A T/R, VINTAGE STUNT
NOV 26	SSME	F2B AEROBATICS
DEC 2	REMAC	VINTAGE STUNT
DEC 3	WERRINGTON	CLASSIC STUNT TO 1970 WITH MUFFLERS
DEC 3	MACARTHUR MODEL AVIATION CLUB SPORT inc	SCALE DAY
DEC 10	KMFC	CHRISTMAS PARTY AND FUN FLY

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 Calendar**

DATE	FIELD
Sept 10	"Ipswich Open Grass" T/R and Speed Rally Goodyear, Bendix, Combined Speed, (Including Proto & Jet Speed) Min 3 entrants constitute an event. Further particulars for these two open contests from Mark McDermott (07)32927679 CLASII
Sept 24	CLASII Rat, Aerobatics, Triaerathon, "Mouse T/R Interclub Challenge" CLASII
Oct 8	CLASII Rat, Scale Fly In, CLASII
Nov 12	CLASII Rat, Class 2 T/R, Bendix, 35 Slow Combat CLASII
Dec 10	CLASII Rat Final, Trophy presentations & Christmas BBQ breakup. CLASII
Year 2001	
Jan 26-27	Control Line "Scale" Championships F4B, (Qld) Stand Off Scale, Fun Scale Leichardt Park Ipswich

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## ALL THE USUAL SUSPECTS

KMAC's July stunt competition on Sunday 30th resulted in the all the usual suspects lining up in their normal positions to battle the wind and the patterns in F2B and Classic.

As always, it was Peter White and Doug Grinham battling it out in front with very little separating them. But the line-up of seven competitors all enjoyed themselves despite the winter gusts which kept blowing all day. Only PJ could not stay all day and put in his two F2B flights in the one session in order to make a tennis competition within 15 minutes of leaving.

The judges were Peter Roberts and Bill Cecil.

For the Classic competition, six brave fliers flexed their 35s in the air with the addition of John Hallowell and Robin Hiern. But this one did see a casualty when Geoff Ingram's much repaired plane hit the ground and broke into more pieces than the last time it did similar. Peter Roberts did the judging.

### Results (F2B):

Peter White	(Zodiac/Moki 51)	3519
Doug Grinham	(Jazzer/Stalker 61)	3503
PJ Rowlands	(Nobler/OS35)	3283
Mark Ellins	(Manito/Tigre 46)	3087
Geoff Ingram	(Windy/Fox 35)	2947
Derek Pickard	(Retro 60 pipe)	2919
Paul Richardson	(OS4OFP)	2878

### Classic

Peter White	(Nobler/Fox 35)	824
Doug Grinham	(Nobler/Fox 35)	815
John Hallowell	(Tucker Spl/O.S. 35S)	740
Robin Hiern	(Thunderbolt/Frog 500)	667
Geoff Ingram	(previously Windy/Fox 35)	606
Mark Ellins	(Nobler/Fox 35)	494



(Above) Top classic on the day - Peter White and his Nobler.



(Left) Together again. First and second went to Peter White and Doug Grinham.



## TARMAC Notes for July and August

At our last club meeting Jim Stivey brought along a Musius kit for show and tell. This is a Wakefield class rubber powered model kit made in Lithuania by a company called W Hobby. The kit is extensively prefabricated and contains absolutely everything necessary to complete the model apart from adhesives and dope. It is packed with beautifully made parts and accessories, such as a tapered and almost weightless thin walled alloy tail tube, and a lovely, fully machined light alloy, adjustable pitch, prop assembly with folding blades and Montreal type prop stop. The propeller blades are ultra light and strong and fabricated with carbon fibre skins. There is also a Kevlar motor tube, a DT timer and very well cut sets of wing ribs.

The kit makes extensive use of kevlar, carbon fibre and machined aluminium components, which eliminate many of the constructional difficulties inherent in such a model. An included full size plan and parts list contain brief step by step building and flying instructions. An excellent innovation is the inclusion of a blue foam cambered wing jig in the kit.

The only possible problem area, is that the design of the hub assembly necessitates the motor being wound with the propeller attached. If there were ever to be any accidents such as broken motors when winding, the prop would quite possibly be damaged. Nevertheless, this looks to be an excellent kit and by my reckoning, extremely good value at US\$120. The W Hobby address is: W Hobby Vilnius 237 - 24 5400 SIAULIAI LITHUANIA, Tel or Fax +370 1 52 09 00 or Email: w-hobby@siauliai.omnitel.net and they also have lots of information on their web page at <http://www1.omnitel.net/w-hobby/main.html>

For those of you that don't follow Club activities too closely, I thought that I should mention that Club meetings are still being held. They are now scheduled on the fourth Friday of each month at the houses of different club members. The schedule for the immediate future is:

August	Adrian Dyson's at 70 Wittenoom St, High Wycombe
September	Jim Stivey's at 11 Maud Road, Maidavale
October	Dick Morrow's at 11 Ropele Dve, Parkwood.

Hans Bertina has returned from the World Championships at Landres in France with lots of interesting stories about the state of the art in modeling. He tells me that the performance of the racing teams was outstanding (as I suppose you would hope for when most of the world's best are gathered together). For example he timed the model of Bondarenko/Lerner for a pit stop. From engine cut at about 1/3rd of a lap from the pit, until it was back in the air at full speed was 5 seconds. Most teams were much the same, with fast, steep approaches, swift attention on the ground, and away. (Unlike my fast steep approaches which usually terminate in a smoking crater.) The racing was supported with large digital displays showing times and laps completed for each team. The jury and warning

system were effective. The iron fist in the iron glove. Fly by the rules or sit out the race.

While on the subject of F2C, something that was raised at this World championships, was a suggestion that the builder of the model rule be reintroduced for F2C. The reason for that is the availability of top line models and engines that can easily be purchased by relatively inexperienced teams. This is causing many of the current problems of equipment that is faster than it's operators can handle. If teams had to build their own models they would gain experience as their modelling improved instead of jumping in immediately at the fast end. One of the practical problems with this idea is how could it be checked at processing. I think that we have had this discussion before.

Hans also had a look at the automatic, electronic speed timer made by Goran Ohlsson (see last TARMAC notes). That apparently works very well. Off to the stunt circles and Hans found that there was a proliferation of semi-scale stunt models. Al Rabe was 25 years ahead of his time. Particularly good were the P47 Thunderbolt of Bill Werewage and the B17 bomber of Paul Walker. The B17 drew an enormous crowd for every flight. After a little pre-flight preparation that involved running and rev checking each engine, then all the motors were primed with what was said to be lighter fluid, and it took just four flicks to start four engines. The crowd loved it. Hans says that he was there for four days and did not see one landing that was not flawless. That is a lot of landings.

For anyone seeking colour schemes for warbirds, either scale models or stunters, there are some extremely good photos of P51s, F4U Corsair, P47 jug, and others on the internet. These have lots of detail photos taken from unusual angles to show cowls, undercart and other useful information. There are some especially good F4U photos. Have a look at the net for yourself or find someone that can do it on your behalf. The URL to check is: <http://members.aol.com/skychrgr1/Oshkosh2000>

With all the interest in model jets of late you may be interested to hear that there is a company that wants to build a full scale flying replica of the world's only pure rocket-powered combat aircraft. The Messerschmitt Me163 Komet, which was made operational by Germany in the closing months of World War II. I rather fancy one of these for myself. Famous German aviatrix Hanna Reitsch described flying one as 'Like riding a thunderbolt' because it had a fantastic rate of climb. This time it isn't the Germans doing the work, but the Xcor Aerospace company of Mojave, Calif. The firm is actually a group of rocket scientists with experience in designing and building rocket engines. They say that the main reason for pursuing such a challenge is to demonstrate that rocket propulsion is a safe and viable means for propelling future sub-orbital type aircraft. Xcor wants to keep the good flying characteristics of the Me163, but eliminate the less desirable characteristics of the Komet, such as the dangerous fuel, drop-off take-off trolley and unstable landing skid. Between them, those features killed off quite a few pilots by exploding, dissolving them in evil chemical fuels or breaking their backs on landing. A scale-model of the Xcor rocket engine has already been built and tested. It will use liquid oxygen and alcohol for the fuel mixture,

with a proprietary igniter system to light the fire.

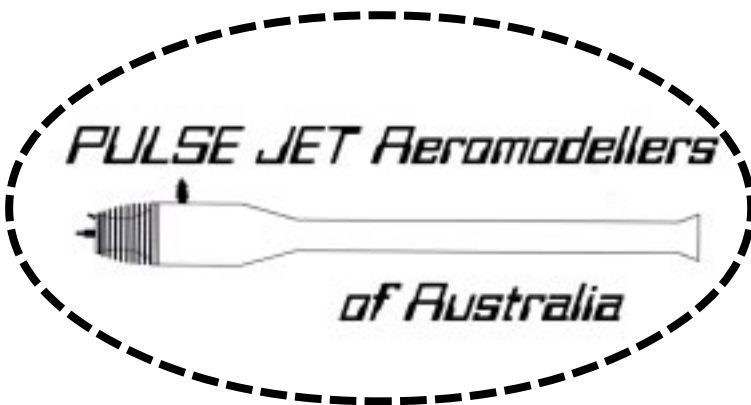
The projected performance of the "new" full-scale Me163 is a climb rate of 21,500 fpm, a ceiling of 60,000 feet, and an engine burn time of 211 seconds. Plus the engine has the capability to be shut down and restarted in-flight. Xcor appears to have done their homework and now they only need a little money to get one flying. They think about US\$4,000,000 to build and fly the first replica Me163. If you give them the money next week, they estimate they can have your flyable Me163 in a little over two years. For a bit of variety, they are also planning to also produce replicas of the Bell X1, the first aircraft to break the sound barrier. Very interesting, but I think that I will spend my \$4 million on the Me163 as they were reputed to handle beautifully in flight. The X1, on the other hand was faster, but from what I've read of Chuck Yeager's experiences in it, more likely to colour your life with fear rather than merry laughter as you flit about the stratosphere. If you are interested in this sort of stuff, you can check out the Xcor website at <http://www.xcor-aerospace.com> for more information.

There has been a lot of bad publicity about smoking over the last few years, but there are some accessories associated with the activity that are very good to have about the workshop. Pipe cleaners for instance can be used for cleaning more than pipes. They can be bent into odd shapes and used to clean muck out of inaccessible recesses in engines or other mechanical devices or even used as bag ties. Cigarette papers, which are a very high quality paper, and usually measure about 1.2 thousandths of an inch in thickness have a multitude of uses. They can be used for packing shims, or for gap measurement. When machining a work piece on a milling machine, a small piece of cigarette paper stuck to the job with saliva or oil, can serve as a witness. As you slowly bring the rotating cutter up to the job, it will just nick the paper and indicate that any further movement of the cutter (like a thousandth of an inch) will be into the work piece. That lets you set the graduated handles to zero. They can also be used to contain tobacco for smoking purposes if that is your desire, or to staunch bleeding (ala Norman Gunston) if you are not too talented with a razor. You should stock up on a few of these while they can still be bought.

Another little trick that I learned many years ago was that the foil (silver paper) from inside a packet of cigarettes can be used as an emergency soldering aid when you are miles from a soldering iron. You do need some resin core solder though. I used it for emergency repairs to light wires by first twisting the (clean) wires together and winding a short length of resin core solder around the joint. Then wrap the silver foil (silver side inwards) around the joint and heat the joint with a match. Remove the foil and behold, the solder has melted right into the joint. It really works. Without the foil, the solder just melts and falls off the joint and the match flame dirties the whole job (I tried that too).

I saw an interesting quote the other day. It said: 'Don't despair. But if you do, work on in despair.' I interpret that to mean don't drop your bundle when the pressure is on. Keep working. This is good advice for racers. Even if you think that you have blown the mission, keep going. It ain't over 'till it's over.

Charlie Stone      VH4706  
Email<[cestone@bigpond.com](mailto:cestone@bigpond.com)>



## Pulse Jet Aeromodellers of Australia

Bob Fry W.A.

Since the Nowra 2000 Nationals in April a group of Pulse Jet enthusiasts from around Australia have been working together to form an interest group to get the Jet scene really moving. First target set was to formulate some rule changes for the February MAAA rules conference. A set of proposed rule changes have been forwarded to the Chairman of the C/L Technical Subcommittee and should be circulated with the next set of proposals for everyone to comment on. We hope to encourage more modellers into flying Pulse jets and to develop a strong competition class through sharing our knowledge and experience with Jets.

Over recent years many advances and improvements have been made with Pulse Jets and some excellent products are now available from the United States. Quite often when Jets are being flown there will always be one or two people who talk about knowing someone who owns a Pulse Jet but never uses it. We are looking for these people as well as those who would like to have a Jet but think it is too complicated or difficult to purchase, set up or use.

The Pulse Jet Aeromodellers of Australia (PJAA) have representatives in most states that can be contacted for information about Pulse Jets. We hope to have price lists, plans, articles and advice for anyone who wants to get into one of the most exciting areas of Aeromodelling. Watch this space!!!

If any one is interested in joining PJAA and being included in our register of Pulse Jet modellers or would be prepared to be a representative in the other states or territories not listed please contact one of the people listed below.

The following list of people can be contacted for further enquires.

David Axon	03 93374853	-	VIC
Stan Pilgrim	02 96214628	-	NSW
John Taylor	07 33927517	-	QLD
Bob Fry	08 93626370	-	WA

or e-mail [bob.fry@wpcorp.com.au](mailto:bob.fry@wpcorp.com.au)

## The Inaugural Team Race and Speed Weekend at Luddenham. 29th & 30th July

What a fantastic weekend of racing was had by everyone who participated. The weather was just perfect with warm sunny days and calm conditions.

Twelve hardy people decided to brave a sleep over in the slot car shed at Luddenham. The night began with a BBQ dinner, two roaring fires and a few drinks (cokes and lemonades of course) and a huge handful of serious bull sh... Around midnight it was suggested we had better get some zzz to make sure we would be fit and ready for the next days racing. So off to the slot car shed and into the sleeping bags, everybody settling in nicely listening to the dulcet sounds of the countryside. Then the sounds of a Mac truck emanated from Steve Todd's and a McCulloch chain saw from Gavin Knight's sleeping bags certainly got every ones attention. After much cursing, swearing and nudging from the rest of the crew peace was finally restored with the hope that they both ran out of fuel. Ian Gapps certainly kept Peter Camps and his wife Cathy on their toes by constantly shining a torch in their direction to make sure no funny business was taking place.

Sunday morning finally dawned, looked outside and everything covered in frost. It was said that luckily we put the milk in the fridge to stop it from freezing. Fired up the barby and healthy bacon and eggs breakfast was consumed to ensure ample energy for the riggers of a day's team racing ahead.

Many thanks must go to all the people who helped out to make the weekend a success. Special mention to Andy Kerr for supply of a PA system. For all the work done on our control line shed before the comp, mowing and line marking. The shed is now painted with water and power available. What an asset this is to the members who fly at Luddenham regularly and for comp days.

Also a huge thank you goes to Robin Hiern for donating two engines to be used as prizes for the combined speed event and for supplying me with all the current speed records.

I'm sure this type of weekend will become an annual event on the control line calendar. So from all the members at Luddenham we look forward to making it a bigger and better event next year.

Tony Bonello.

### Vintage 1/2 A Team Race

	Heat 1	Heat 2	Final
1.P.Camps/S.Pilgrim	4.35.00	4.16.25	9.11.69
2.G.Patterson/S.Todd	4.53.28	4.27.31	9.26.25
3.G.Knight/R.Owen	5.57.61	4.38.60	10.36.74
4.J.Nolan/T.Bonello	5.15.13	5.13.76	

### Vintage B Class Team Race

	Heat 1	Heat 2	Final
1.G.Knight/R.Owen	DNF	5.12.47	9.37.52
2.D.Simons/H.Simons	4.02.68	4.10.05	11.33.25
3.G.Patterson/S.Todd	4.02.43	3.58.63	DNF
4.C.Blake/N.Thomas	DNF	DNF	

### Phantom Team Race

	Heat 1	Heat 2	Final
1. P.Camps/S.Pilgrim	5.22.65	5.05.42	10.00.22
2. T.Bonello/I.Gapps	4.53.23	4.31.95	11.02.92
3. G.Patterson/S.Todd	6.04.30	5.42.56	11.30.53
4. R.Fairall/L.Fairall	5.44.79	DNS	

### Vintage A Team Race

	Heat 1	Heat 2	Final
1. A.Kerr/R.Justic	3.47.41	3.37.90	7.26.19
2. P.Camps/S.Pilgrim	3.54.15	3.42.65	7.43.75
3. G.Patterson/D.Bonello	3.44.80	3.35.40	7.50.10
4. G.Knight/R.Owen	5.00.62	4.06.37	
5. B.Hoggan/B.Fisher	4.34.97	4.42.93	
6. J.Nolan/T.Bonello	5.04.41	4.41.59	
7. G.Ardell/L.Fairall	5.22.68	4.45.20	
8. C.Blake/N.Thomas	34 laps	54 laps	

### Bendix Team Race

	Heat 1	Heat 2	Final
1.G.Patterson/S.Todd	4.41.28	DNS	8.42.65
2.D.Bonello/I.Gapps	3.40.12	DNS	9.14.66
3 T.Bonello/S.Pilgrim	3.37.74	DNS	DNF
4.C.Blake/N.Thomas	77 laps	DNS	

### Combined Speed

	Class	Flight 1	Flight 2	Flight 3	Fastest Speed	%
1.D. Simmons	1	16.41	16.53	NT	219.38	90.49
2.R. Justic	FAI	14.23	NT	NT	252.30	89.24
3.D. Curry	3	10.93	10.89	NT	266.07	88.98



A lot has been written and spoken recently about the rules of Vintage A team racing but it seems to me that people are missing the point.

Stan Pilgrim and I fly Vintage A because we like the simplicity of the event and to have fun. That's it!

We don't seek domination or fabulous wealth, just a bit of fun with like-minded aeromodellers, win, lose or draw.

Now some might say that's easy for me to say, Stan's expertise allows us to win the odd event and not everyone has access to his undoubted ability. Tell me if



I'm wrong but Robin Hiern advertises in every A.C.L.N. and Hugh and Dave Simons win events using M.R.S. tuned engines.

As for attracting juniors to the sport with rule changes, we should all face the fact that we are involved in a shrinking sport and concentrate on at least treating one another with respect and making an effort to enjoy what we do, especially when we don't win.

Ask anyone who competed at Luddenham on July 29<sup>th</sup>/30<sup>th</sup> whether they finished 2<sup>nd</sup>, 7<sup>th</sup> or last, I'll bet they enjoyed the day. (Thanks Tony!)

So isn't that what its all about? Let's forget about the rules (to a point) or the pursuit of fame and glory and get out there and have fun with our mates.

Peter Camps



Above:- Classic Stunters



## Monty Tyrrell Memorial Classic Stunt

### RULES OF NOSTALGIA AEROBATICS

- (1) Model must be a pre 1965 design. Proof\* required (plan, Magazine article).
- (2) Model must have an effective muffler.
- (3) Flight time 7 minutes maximum.

**\*Don't miss it.**

**The annual Monty Tyrell Memorial Classic Stunt is on again.**

**Make a note to be at the KMAC flying field on Sunday 26th November.**

**\*Great range of classic stunterts.**

**\*Meet old friends.**

**\*Monty Tyrell Memorabilia Display.**

**The event is for control line stunters of a design similar to that of pre - 1966 that will do the classic pattern in a maximum of 7 minutes.**

**Enquiries to:-**

**Derek Pickard Tel (03) 9889 1149**

**C.L.A.S. Presents**  
**The N.S.W. Control Line State Championships**  
 To be held at NARROMINE Airport  
 September 30<sup>th</sup>, October 1<sup>st</sup> & 2<sup>nd</sup>, 2000

**Saturday 30<sup>th</sup>**

7.00am Breakfast  
 9.00am F2b Aerobatics R 1&2  
     Expert and Advanced  
 9.00am 2.5cc Rat Race [hard surface]  
 12.00am Junior Simple Rat Race  
 1.00pm Junior Combat  
 2.00pm Slow Combat  
 2.00pm Class 2 Team Race  
     [hard surface]

**Sunday 1<sup>st</sup>**

7.00am Breakfast  
 9.00am F2b Aerobatics R3  
     Expert and Advanced  
 9.00am F2c Team Race[hard surface]  
 10.00am F2d/Australian Combat  
 11.00am F2a [hard surface]  
 1.00pm Combined Speed[hard surface]  
 1.00pm Vintage A Team Race  
 1.00pm Classic Stunt

**Monday 2<sup>nd</sup>**

7.00am Breakfast  
 8.00am Vintage Static Judging  
 9.00am Novice Stunt  
 9.00am Goodyear[hard surface]  
 9.00am Open Combat  
 10.00am Vintage Stunt  
 11.00am Bendix  
 1.00pm Trophies &  
     Good-byes

\*\*\*\*\*  
 7pm Sunday Night Dinner and Trophy Presentation  
 \*\*\*\*\*

**Conditions**

1. All entrants to be current MAAA members and LICENCES will need to be produced at the event.
2. All events as per current MAAA rule book or CLAS special rules as below.
3. Hard hats to be worn by all pit crews in racing and combat events.
4. All combat motors to be attached to the bellcrank pivot by wire and this attachment must be visible.
5. Control lines and their terminations to be subject to safety check including pull test.
6. Processing to commence from 8am and finish 15 mins before each event. Late entries only at discretion of CD.
7. Vintage Stunt as per 1997 MAAA rules. Documentation required.
8. All events run on prepared grass surface or hard surface.
9. Entries close 15<sup>th</sup> September 2000 except for interstate entries, which will be accepted up to 8am on day of event. Late entries accepted up to 8am on day of event but subject to double nomination.
10. Practice permitted from 7.00am to 8.30am on competition circles. Practice outside these times in designated areas.

**CLAS Rules**

**a. Novice Aerobatics**

The novice aerobatics event is to encourage new flyers. It is expected that flyers that compete regularly at the advanced level will not enter. Points will be awarded for the following maneuvers ; Take off, level flight, reverse wingover, 3 inside loops, inverted flight, 3 outside loops, 2 horizontal loops, 2 vertical eights . one other F2b maneuver of choice, landing with completion of flight within 8 minutes

**b. Slow Combat**

- [a] Motors not to exceed 0.15 cu.in.[2.5cc] and must be plain bearing. No engine modifications.
- [b] Propeller diam. 7 or 8 in.,pitch 4 or 6in.. Minor adjustments for balance only [Sports props]
- [c] Fuel: Glow fuel standard FA1 mix. Diesel to have maximum 2%IPN.
- [d] Tank: Standard wedge or square section only. No chicken hopper or pressure bladders.
- [e] Two models per flying day with one model per bout.
- [f] All models must rise off ground at all times. Failure to do so will incur penalty of 100 points each session.
- [g] Any competitor will be disqualified from the individual flying day if in the opinion of the CD they breach the implied intention of the rules or the contest.
- [h] All the pre 1986 FA1 Combat rules apply unless contradicted by the rules above.
- [i] Model must resemble an aeroplane. CDs may direct a model to be slowed down.

**c. Junior Simple Rat Race**

- [a] Rules as per MAAA rules for Junior Rat except only plain bearing engines and no pressure fuel tanks.

**For more information contact:**  
**Guy Bevan: Hon. Secretary CLAS**  
 2 Kamilaroi Rd Bayview 2104  
 Phone/fax 02 9479 9595  
 Email. guybevan@hotmail.com

**NARROMINE Contacts:**  
 Steve 02 68 892 501 ah  
 Mark 02 68 892 884 ah  
 Dick 02 68 892 660 ah  
 Greg 02 68 892 230 ah

. Hosted by the  
*Narromine Model Flying Club*

# *Control Line Aircraft Society Inc.*

## *NSW State Championships 2000*

### *Entry Form*

Post to: NSW State Champs. Mr. Paul Turner: Lot 16 Tadmore Rd. Cranebrook 2749 to arrive by 15/9/2000  
Place a tick next to the events you wish to enter.

AEROBATICS- EXPERT

F2D COMBAT inc. Aust Fast

.....  
AEROBATICS-ADVANCED

.....  
SLOW COMBAT

.....  
AEROBATICS-NOVICE

.....  
OPEN COMBAT

.....  
VINTAGE STUNT u/o 2.5cc

.....  
JUNIOR COMBAT

.....  
CLASSIC STUNT

.....  
VINTAGE A TEAM RACE

.....  
JUNIOR SIMPLE RAT RACE

.....  
CLASS 2 TEAM RACE

.....  
2.5cc RAT RACE

.....  
F2C TEAM RACE

.....  
F2A

.....  
GOODYEAR

.....  
BENDIX

.....  
COMBINED SPEED

.....  
**PLEASE PRINT**

SURNAME: \_\_\_\_\_

GIVEN NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

FAI NUMBER: AUS \_\_\_\_\_

.....  
2<sup>nd</sup> TEAM MEMBER

PHONE [ ] \_\_\_\_\_

SURNAME: \_\_\_\_\_

GIVEN NAME \_\_\_\_\_

ADDRESS: \_\_\_\_\_

FAI NUMBER: AUS \_\_\_\_\_

PHONE [ ] \_\_\_\_\_

.....  
TOTAL NUMBER OF EVENTS: \_\_\_\_\_ DINNER TICKETS: ADULTS @ \$18.00.No. \_\_\_\_\_

CHILDREN u12 @ \$10.00.No. \_\_\_\_\_

TOTAL PAYABLE \$ \_\_\_\_\_ [cheque payable to CLAS]

FEES:

NOMINATION PER PERSON

ENTRY PER EVENT

SENIOR

\$20.00

\$10.00

JUNIOR

\$10.00

\$ 5.00

TEAM EVENTS

DOUBLE ENTRY

LATE ENTRIES      DOUBLE NOMINATION

[No refunds after closing date]

I am able to assist in the running of the following events: \_\_\_\_\_

Signed \_\_\_\_\_

# CONTEST RESULTS



## The Northern Area District Championships

Seventeen competitors took part in this years contest hosted by the Bendigo Control Line Flyers. Entrants had travelled from Swan Hill, Melbourne, Horsham and Shaun Suter joined in whilst on holiday from his adopted home in New Zealand.

### Results

Simple Rat Race	Heat 1	Heat 2	Final
C. Ray / J. Ray	106 laps	109 laps	223 laps
M. Ellins / S.Suter	60	105	196
J. Hunting / K. Hunting	108	DNS	181
E. Dyer / S. Dyer	87	66	
H. Bailey / P. Bailey	85	84	

Racing was conducted more in line with "Country Rules" than those in the rule book but was non the less enjoyable.

### Junior Simple Rat Race

Only two juniors were in attendance so it was straight into a final. The result could not have been closer.

E. Dyer / S. Dyer	175 laps
B. Nankervis / B. Mathews	175 laps

### Simple Goodyear

All entrants used the O.S.15FP engine. This engine has been replaced in production by the O.S.LA. The O.S.15FP was a well made quality engine that was "Good" out of the box and will be sadly missed if a reliable quality replacement is not available.

The Bendigo club flies scale racers other than Goodyear and the Deason / Power team campained a Mustang. Other than the type of model all other Bendigo rules are the same as simple Goodyear.

The Bailey / Ellins and the Hunting /Hunting team assumed they had a good enough time after the first heat to make the final and elected not to fly the second heat. Deason / Power and Dyer / Dyer flew a two up second heat and both teams put in times to make the final. Do not ASSUME as it will make an ASS out of U & ME

		Heat 1	Heat 2	Final
Ray / Ray	(Buster)	5.21	DNS	11.05
Deason / Power	(Mustang)	6.17	5.19	12.15
Dyer / Dyer	(Ol' Blue)	6.52	5.33	12.28
Hunting / Hunting	(Argander)	5.36	DNS	
Bailey / Ellins	(Mr. D)	5.35	DNS	

### 1/2A Combat

Sundays first event was the gentle art of 1/2A Combat.

In the first bout Shaun Power had his NVA and venturi broken off his O.S.10FP.

In the second bout Harry Bailey snapped a brand new set of

lines in the first attack.

After that the carnage settled down and the last two standing were the locals M. Ferrari and T. Deason. Mark got the upper hand and was the winner on the day.

M.Ferrari	W	W	L	W	W
T. Deason	B	W	W	L	L
M. Ellins	L	W	W	L	
P. Gibbins	W	L	L		
S. Power	W				
H. Bailey	L	L			
J. Gibbins	L	L			



Photo:-  
"Economy racing"  
John Hunting holds the Northern area Championships winning Vintage "A" Team Race (Voodoo/Mars) combination.

### Vintage A team race

Five teams entered this contest. John Hallowell was rumoured to be an entrant and was going to attempt a flat out speed and a 3 stop strategy with his quick engine but he did not arrive at the field.

The entries for the day make interesting reading as the motor / model combinations make a change from the Vint A norm. The winning team used a "Mars" engine and at \$50 each could this be the start of a reversal of the technology trend?

In the final, the "Shorty" of Power / Deason developed a hole in the fuel tubing during the warm up. The leak was repaired during the second pit stop but by this time the race was lost.

Results:-

# Championship Table

	Heat 1	Heat 2	Final
K. Hunting / J. Hunting (Voodoo / Mars)	3.47	DNS	7.32
Ray / Ray (Footprint / C.S.Olly)	4.06	3.59	8.11
Power / Deason (Shorty / C.S.Olly)	4.04	4.11	173 laps
J. Hunting / K. Hunting (Pluto / Mars)	5.14	4.30	
H. Bailey / M. Ellins (Footprint / Taipan)	6.31	4.49	

## Aust B Team Race

The final event of the day was held in sunny conditions with little or no wind.

Only three entries in this event. The Rays had been practising with the Firebrand / O.S.LA25 and it was as quick as it ever had been with range and quick re-starts. This team were the favourites to win and were hoping to cap off a successful weekends' racing.

After a couple of flights to get a setting the other two teams were ready to commence racing.

Only a final was to be run.

In the final all teams were away quickly. Airspeed difference between the "Firebrand" and the "Double Dice" was marginal and plenty of overtaking was performed by both teams. The "Zimble" of Power / Deason was off the pace. This is not surprising as they are not regular competitors in this event. Ray/Ray were getting 60 laps to the tank as opposed to the 40 laps of Bailey / Ellins. In the end this was probably the winning edge as both pit men performed brilliantly.

Perhaps a range brew and a Nelson plug head will be enough to bridge the gap on the next outing for the "Double Dice"

Final :-

Ray / Ray	(Firebrand / O.S.LA25)	6.37
Bailey / Ellins	(Double Dice / O.S.FP25)	7.12
Power / Deason	(Zimble / O.S.25 FP)	DNF

At the close of events thanks were given to all people who assisted over the weekend. The senior Champ of Champs went jointly to the Rays' with 18 points each.

Junior champion was Eric Dyer who beat the local boy Brad Nankervis by one point. Congratulations to you all but in the end we were all winners, it was a great weekend!



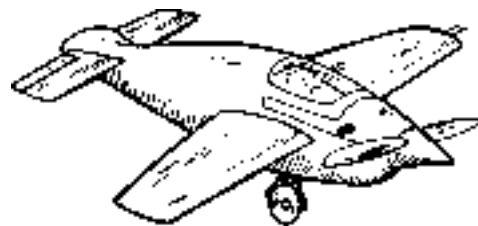
Name	Jnr S/rat	S/Rat	1/2A Comb	Vint "A"	Aus "B"	Simp GY	Total
C Ray		7		3	3	5	18
J Ray		7		3	3	5	18
T Deason		4	6	2	1	4	17
M Ellins		6	5	1	2	2	16
S Power		4	1	2	1	4	12
K Hunting		5		4		1	10
J Hunting		5		4		1	10
H Bailey		2	=3	1	2	2	10
M Ferrari			7				7
E Dyer(J)	2	1					6
S Suter		6					6
B Nankervis(J)	2	3				3	5
P Gibbins			4				4
S Dyer		1				3	4
J Gibbins(J)			=3				3
B Mathews		3					3
P Bailey		2					2



Frankston 20/8/00

FAI Team Race

Team	Heat 1	Heat 2	Engine
Wilson / Ellins	4.07.06	3.38.19	Vorobiev
Ray / Suter	3.56.21	3.41.94	Mazniak
Hunting / Hunting	4.43.91	4.46.97	Nelson





## Control Line Aircraft Modellers of Gippsland

From Peter White

Our August day was run at the Hobson's Park Hospital Oval in Traralgon on Sunday 6th in excellent weather with a pleasing total of eighteen turning up.

With these numbers we had three circles operating giving everyone the chance to put in a few flights.

All the usual suspects, with the exception of Geoff Ingram, showed up with many of the usual models - Ron Jones with a Valiant and a Typhoon (Both Aeroflyte designs), Graham Vibert with a very responsive Junior Nobler, Steve Mitchell with a Hearn's Hobbies Demon, a Gieseke Nobler and his O/D "It". Warren Frith had his Rogue, Graham Keen with a largish Delta and a Wildcat, Peter Roberts with his Peacemaker, a Class 2 team racer and his F/F Magic Carpet. Vic Mitchell had his Phoenix and a couple of O/D's (None of which flew although he ran the cobwebs out of a few motors). Paul Richardson had his sheetwing Olympic, Andrew Beevor had his Peacemaker, a Stunt Runt, a Tamerlane and a large Viper, and Robbie Hiern with a Mini Lord, a Fokker Triplane, a Skylark and a Thunderbolt.

New, younger flyers, Shae Haefele with his Ossie Mossie with a Norvel 061 and a Falcon/Enya 09 and Sam Tregenza with a Peacemaker/OS15 and a Midi Slow/ Enya 15, appeared to be doing well and enjoying themselves. Both boys are beginning to fly with confidence and are showing good progress with Sam already throwing in some loops and horizontal eights. It was great to see some parents giving the boys some encouragement.

Ted Hall flew his All Australian and a new O/D built around a Chief wing with Enya 45 power. This model seemed to fly quite well although I think Ted wasn't really satisfied with the tank set up.

Ian and Adrian Byers left in early afternoon due to other commitments but up until then put in some air time with their Red Dragon and a Midi Slow.

Bill Cecil, one of the Knox judges, came for a look and a chat and witnessed the impending destruction of his new Volkswagon by a runaway Magic Carpet. Fortunately for Bill, and Pete Roberts for that matter, the Magic Carpet careered into some low branches and fell harmlessly to earth beside the car.

Greg Beevor again spent the day pitting for Andrew, Sam and Shae.

Yours truly flew a Kan Doo and a Hearn's Hobbies Cadet.

Andrews' Stunt Runt, A 15 inch sheet wing Biplane (from the PAMPA "Stunt News" Jan/Feb 2000) was flying pretty well with its Norvel .061 up front until a change in the ground/ air mixture put it out of action. Not sure what caused the prang but no doubt it will be back in the air by now.

Robbie confirmed that a Fokker Triplane with its Clarke Y type aerofoil is not really a precision stunter - in fact, just getting from inverted flight (and how it got there in the first place is a mystery) to a position where the round rubbery bits were pointing to the ground took quite a few laps to figure out. However, it all worked out OK. and the flight finished with a scale three point landing, i.e. resting on the wheels and a prop nut.

The next mishap involved a Peacemaker belonging to one of the Traralgon boys. Didn't get enough details to determine what happened to whose model but the damage appeared to be confined to the fuselage in the form of a couple of open wounds.

The most expensive mishap of the day occurred when the 1954 vintage ETA 29 in Peters' Class 2 Team Racer popped the top end off the crankcase at exhaust stack level and proceeded to jackhammer the interior of the cowl - something that is not totally out of character for these motors, so I am told. Does anyone know of a spare crankcase lying around?

Once again, Paul Richardson, our jig maker extraordinaire, turned up with some interesting pieces. One was an improved version of his Trammel, this one with a fine adjustment through a screw and clevis arrangement making alignment of stab to wing much simpler.

Another was a dual purpose jig. In one mode the models' wings and rear fuselage are supported and set to zero incidence, or whatever is required, using an incidence meter or spirit level so that the motor and stab can be set to their desired incidences.

The removal of the two wing cradles reveals two upright dowels capped with push on pencil top erasers (the ones with the "chisel" edge) which can be used as fulcrum points to balance the model to its C of G. Of course, the rear fuselage support must be lowered or removed. All this is built on a "T" frame which folds up for storage. I'm sure Paul would be happy to expand on these descriptions.

We're hoping to see a large swarm of fliers and models on competition day at the Warragul Showgrounds, A.K.A. Logan Park, on Sunday, 3rd of September.

From October 1st, the cycle of venues returns to normal with the Maffra Sports Complex being the place to be seen on that date followed by Knox on November 5th.

For details on the racing events, Greame Wilson or John Hollowell would be your best bets while any other details can be obtained from:- Paul Richardson on 51 47 2374 or 0402 066 753 or

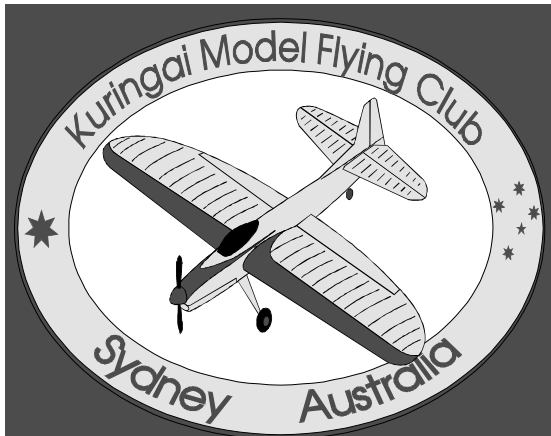
Peter White on 5623 5120 or 0401 496 265

# Ku-ring-gai Model Flying Club

## Classic (F2B) Stunt

Practice from 8:00am  
 Competition starts 9:00am  
 Entry fees \$10 per person  
 Lunch provided

**Sunday 10<sup>th</sup> September**  
**St Ives Showground**



Please let Kim Phillips know if you are coming - for catering - 9878 1540



Sig Super Chipmunk C/L stunt. 53 1/2" span.  
 Suit .29-.40 motors. \$120

Phone Ron on (03) 9579 1143

→ → → → → → → → →

Royal 46 reworked for stunt by Randy Smith  
 (Only run in test stand) \$150

Merco 61 Stunt  
 (Little use, as new) \$150

Magnum 40, reworked by Tom Dixon  
 (Had little use) \$80

Phone Paul Allen on (02) 65 72 4436



Northern Area Contest  
 Aeromodellers Inc.

Control Line Classic Contest

When: 5th November 2000  
 9.00 am start

Where: Hunter Sports High School Pacific  
 Highway Gateshead.  
 ( Formerly Gateshead High School)  
 Fields at rear of school.

Format: Classic Pattern as per attached.  
 Classic legal models only.ie pre 1965 design.  
 Sausage sizzle included in entry fee.

Entry fee : \$10.00 per head  
 Prizes for 1st,2nd,3rd & concourse.  
 All welcome juniors etc.

For more information contact:  
 Glen Walker 49537997  
 John Tidey 49845636



Stunter for sale: Time Machine 57inch by Tom Dixon (Scaled down Patternmaster) Professionally built. Excellent. \$180

Suit 50 or 60.  
 Also : Tigre 60 engine to suit \$200

Derek Pickard (03) 9889 1149 AH  
 → → → → → → → → →

Pro-built Nobler. Silk covered, Eather tank, etc.  
 Fitted with excellent Merco 35. Flies and looks great. Ready to fly. \$200

Phone Derek Pickard 03 9889 1149  
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Complete set of HISTORY OF AVIATION in 3 binders. Total of 1,152 pages.

Binders are original. Set was collected in the 70's and is in very good condition. \$100

Robert Owen 0417 411 774  
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Print Post Publication No. PP 343695/00024

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# MODEL RACING SERVICES



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- Conversions - Motor Repairs - General Machining - McAnelly
- Pans.

## \*\*\* Kits \*\*\*

- "Arrow" - 2cc - 2.5cc speed kit includes pan, pre cut wood, hardware, plans etc. **\$85.00**
- "Ol Blue" - 2cc Mini Goodyear - pre cut wood, hardware, wheel, shutoff, plans etc. **\$69.00**

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Goodyear Shut Offs	Venturis
Head Inserts ¼ x 32 & Nelson	Check Valves
Wheels 27, 40, 50 & 60mm	Stunt Mufflers
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
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Hrs. Monday to Friday 8.30 a.m. - 7.00 p.m. Visitors by appointment