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THE VOICE OF CONTROL LINE  
AEROMODELLERS FROM  
AROUND AUSTRALIA

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Number 72



Produced by the Victorian Control Line Advisory Committee

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**Copy Deadline for next issue is:  
Wednesday 19th November 2003  
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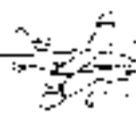
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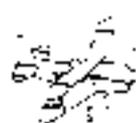
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# COMING EVENTS



# COMING EVENTS



## CONTROL LINE CONTEST CALENDAR 2003/2004

NOV 2	Triathlon. (Cancelled)	SMAC
NOV 2	C.L.A.G. Country Flying Day	Knox
NOV 9	<b>FAI &amp; Combined Speed,</b> FAI & Modified Combat, <b>Mini Goodyear, 1/2 A Combat.</b>	CLAMF
NOV 30	Monty Tyrell Memorial (Classic Stunt)	KMAC
DEC 7	C.L.A.G. Country Flying Day	Moe
DEC 7	Aust "A" Team race, Classic "B" Team race, Bendix.	SMAC
DEC 15	<b>FAI Team race, 2.5cc Open Combat,</b> <b>1/2 A Team race.</b>	CLAMF
DEC 29	MASA CONTROL LINE STATE CHAMPIONSHIPS	MONARTO
JAN 2	MASA CONTROL LINE STATE CHAMPS FINISH	MONARTO
JAN 11	C.L.A.G. Country Flying Day	Moe
JAN 26	FAI (Hearns), Novice & Jnr Aerobatics, Classic Stunt, Vintage "A" Team race, Classic "B" Team race.	KMAC
FEB 1	Simple Rat race, Simple Goodyear.	SMAC
FEB 1	C.L.A.G. Country Flying Days	Traralgon
FEB 15	<b>FAI &amp; Combined Speed,</b> 1/2 A Combat, <b>Mini Goodyear.</b>	CLAMF
FEB 22	Vintage Stunt, Class 2 Team race, Bendix, Classic Stunt.	KMAC
MAR 7	Hand Launched Glider.	SMAC
MAR 7	C.L.A.G. Country Flying Days	Traralgon
MAR 14	<b>FAI Team race, Goodyear,</b> Simple Rat race.	CLAMF
MAR 28	FAI, Novice & Jnr Aerobatics, Vintage "A" Team race, Classic "B" Team race, Classic Stunt.	KMAC
APR 4	C.L.A.G. Country Flying Days	Maffra
APR 4	Simple Combat.	SMAC
APRIL 9 -11	VMAA CONTROL LINE STATE CHAMPIONSHIPS	CLAMF, KMAC, CLAMF.

APRIL 17-24 57<sup>th</sup> AUSTRALIAN NATIONAL CHAMPIONSHIPS  
BUSSELTON WA

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 CLAMF 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

**CLAG** Contact :- Graham Keene (03) 51924485  
Details of venues can be found on web site [www.clagonline.org.au/home.htm](http://www.clagonline.org.au/home.htm)

**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

## CLAS 2003 CONTEST CALENDAR

DATE	CLUB:	EVENT:
9th Nov	SAT (Kelso Park)	F2B Aerobatics
16th Nov	NACA (Gateshead High School)	Classic Stunt
16th Nov	KMFC	Vintage A&B, Vintage 1/2A,
30th Nov	SSME	F2B Aerobatics
7th Dec	Doonside (at Kelso Park)	F2B Aerobatics
14th Dec	KMFC	Christmas Party and Fun Fly
		"IMAC (Illawarra Model Flying Club) - Flying site @Hooka Ck Road, Berkeley. NSW"
		"KMFC (Ku-ring-gai Model Flying Club) - St. Ives Showground, Mona Vale Rd, St. Ives. NSW"
		"NACA (Northern Area Contest Aeromodellers)-Gateshead H.S., Pacific Hwy, Gateshead. NSW."
		"REMAC (Ryde Epping Model Aero Club) - Peter Board H.S., Wicks rd, North Ryde. NSW."
		"SAT (Sydney Aeromodelling Team) - Kelso Park North, Henry Lawson dr. Panania. NSW"
		"SSME (Sydney Society of Model Engineers) - Model Park, Luddenham Rd, Luddenham. NSW "
		"WMFC (Werrington)-Entrance to flying site @cnr. Landers & Walker Sts, Werrington. NSW."

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# CLASII CONTROL LINE EVENTS CALENDAR 2003

*Flying field at Leichardt Park just past One Mile Bridge  
Ipswich*

Members fly most Sundays between 9am and 1pm. Club competition days are held on the second Sunday of the month. Visitors are most welcome but please bring your F.A.I .card to prove current MAAQ membership. This is a Council Park with permission given to fly only control line planes, no radio and only between the hours of 9am to 5pm. Further information on club activities can be obtained from President Mark McDermott 07 32889263 or Secretary. John Taylor 07 33927679 email [johnndt@iprimus.com.au](mailto:johnndt@iprimus.com.au)

October 12th Fun Fly. (**BATHURST 1000**)  
November 9th. Clasii Rat, Mouse T/R Senior /Junior.  
. Triaerthon.  
December 14th. Christmas Breakup and Fun Fly.  
January 11th. 2004 Fun Fly

Events later in year will be advised at a later date, but as usual Clasii events will be held on second Sunday of each month

## Note!

Due to road construction commencing on the new Bridge adjacent to field, disruptions to flying field have already taken place, Therefore all Flying activity at Clasii field has been suspended probably till after Christmas. Fliers are advised not to come to our field again until further notice. New and improved fields and surrounds will be the positive outcome from this activity  
John D. Taylor Secretary/Treasurer

## “Sport” Jet, Methanol or ULP?

The story is long and complicated at times, and I wish to thank those who pumped away for hours with nobody home. Rob Milwain, David Curry, Merv Bell and the list goes on..... I shall try to keep it brief, but I tell the story to hope that you don't spend the hours that I did in silence.

When I received my Dyna Jet (some time ago) it came with a #4 (0.038") flowjet in the flowjector and the flowjector had two diametrically opposed holes being 0.040" in diameter. According to the information I had, it indicated that the setup was suitable for running unleaded petrol (ULP) in the engine.

My first model had a conventional cylindrical tank, vented front upper and fuel feed from 10mm forward of the outer rear point (1930's design). The engine was positioned centrally over the tank, with the flowjector just forward of the rear of the tank. This setup seemed reliable to begin with, but as time went on some days it would run and some not. I made a few slightly larger flowjets to give some variation, but from the mix of phhhht and blaaaq it was difficult to work out what was happening, but on some days all went well, it started and went round and round made a beautiful musical sound for all to hear. It's great when it all happens. The speed was not out of the ordinary at about 110mph but it was great all the same.

Things started to become frustrating with more failures than successes, what should I do? The common suggestion was to use a uniflow tank, and consider using a methanol base fuel, as methanol gives wider air/fuel burn ratio, leading to a better chance of getting airborne. I tried to use methanol fuels but without having any idea of the required flowjet size and with pump weary, cheap labour assisting, this idea was benched and the tank modified to uniflow. The vent pipe was now 15mm forward of the fuel pickup and it did not work much different, except that I had to go up 1 size in flowjet to get it to run on ULP, but it remained semi reliable.

With the Sport Jet class being created, I was determined to sort the configuration out. I had built a new model to handle the longer lines that all pulse jets were rewarded with, more wing area and with the centre line of the flowjector above the fuel pickup. The fuel tank held about 120ml, which was enough ULP to achieve the laps. I had been unsuccessful in flying this on the 70' lines, mainly because the engine would not provide a clean run, usually flaming out early. I spoke with Bob Fry who suggested getting away from the Dyna type Jet flowjector and use a multi hole type flowjector, similar to that which Earl Baily or Jet Bill make. After a few e-mails to Jet Bill and speaking with Earl Baily, about fuels and flowjectors (Earl was extremely polite and helpful, with plenty of useful ideas, as was Jet Bill). I decided to try an 80% Methanol and 20% Nitro Methane, a 0.067" flowjet in a flowjector with 12 x 0.021" holes in an annular pattern, this being recommended as a starting point by Earl.

With not much time to try this setup before the NATS it was a quick run in the backyard, everything seeming great and away we go. Fueled up at the NATS for practice and a quick start, only to flame out after a quarter of a lap. On to the event and starts were easy, but we failed to get off the ground. Air was noticed coming through the fuel line. It appeared that when the engine warmed up the flow rate increased enough to draw air direct from the vent into the fuel pickup. The fuel tank was also suspect of being too small, even if the engine was able to complete a run.

Well back home again with a combined speed competition in a few weeks. Cut off the old tank, make a new one with a 5mm larger radius, doubling the volume, and altering the pickup to a 25mm separation with 3mm elevation. The result was like having a new engine again. The engine now had 3 – 5 pump starts, every time, and the best flight of the day being 12.38 seconds. Unfortunately on the last flight a trip on take off and a major crack in the fuselage. More glue!

Off to the Victorian State Champs and three flights from three easy starts, but a 12.78 was its best for the day. Then to the South Australian States (the following week) and easy starts, but the model failed to become airborne. Who did not check the petals between competitions? (3<sup>rd</sup> petal in the life of the engine, bugger eh!) Good pit crews are hard to come by, but I shall keep myself on anyway. The result was my best official time, to date for the Dyna at 232.7 km/hr. This result set the Australian record for "Sport" jet, ratified by the time of completing this article.

The flowjector change has made a significant difference to the characteristics of the engine, and the fuel change giving ease of starting and running. I now have the opportunity to have a slightly rich or lean flight without a

flameout.

If your Pulse Jet is behaving like mine was, think about some minor changes. The music from my Dyna has been great all the time since I made these changes, not just some of the time like before. Let's get together and make more music, eh!

John Walker

## Control-Line Modellers Are Nice Folk.

Have you ever stopped to think how much you like your fellow control-line flyers?

I can't honestly say that I'd ever really thought about it either, but last night I actually spent quite a bit of time thinking about it, because, yesterday afternoon I had a rather unpleasant incident at the local radio-control field.

It had been a beautiful Melbourne day, and all I wanted to do was have a short fly of my latest Quickie 500 pylon trainer. Knowing full-well that my local R/C field is highly noise-sensitive, I duly demounted my Fox .36 Mk VII Combat engine and replaced it with an old plain-bearing Enya 35 (previously un-run in my hands) in an attempt to be able to comply with the club's 90 db upper noise limit. At this point I was happy that I'd done all I could, but I also wholly acknowledged that I simply wouldn't fly if the model didn't comply with the rules.

When I got to the club field, I played things very safe, timidly going about my business, once I'd asked if I could put my model in the pit area. Once my pit area was set up, I found that I'd left my wing mounting bolts at home, so my girlfriend kindly offered to go and get them for me while I stayed there to get a setting on the Enya.

[Did I mention yet that I knew my engine might be too loud and that I would be happy not to fly if that was the case?]

Well, as soon as I fired the engine up, one of the R/C pattern flyers called out from the flight line:

"Excuse me! You can't fly that model here, it won't be below the noise limit."

"OK, fine." I thought to myself, "I knew that might be the case, I just won't fly today....not a problem. Let's pack up and go home."

Wrong.

The blessed pattern flyer asked me to fire up the engine again so that they could get a noise-meter reading on it...."Just so that I'd know."

[Did I mention yet that I really wasn't fussed if I didn't get to fly?]

In spite of my statement that it really wasn't an issue if I didn't fly, the pattern flyer was insistent that we get a reading, and then he proceeded to bustle about my equipment in a way that I've NEVER seen at a C/L field.

As I'd never run the engine before, the needle was a mile

off and the engine was being a tad bitey, so the pattern flyer grabbed a starter motor (as my hand-starting technique was deemed "dangerous") and proceeded to grind away on the front of the motor.

He flooded my engine.

He told me "You know HERE, we assemble our planes before trying to run them" [In spite of the fact that I'd already told him my wing bolts were on there way and that I simply wanted to try and get a setting while I was waiting]

He told me "This is just not up to the standard that we do things around here."

When he realised that I was using castor oil-based fuel and you should have seen his reaction..."CASTOR! WE haven't used castor in 20 years!" [You'd have thought I had just murdered someone in cold-blood!] He asked me "Are you going to pay for my dry-cleaning bill to get the castor stains out?" [Ahhh, those would be the stains that he accrued when WHO asked him to start my motor???)

I think I might've been OK with all of this caffuffle, but every time he stood up, he made a remark to one of his fellow pattern flyers, and of course they'd nod in agreement. My blood was beginning to boil, and believe me, I was never more relieved once the engine started, as that meant I could leave that place as soon as the noise reading [96 db by the way] had been taken.

Anyway, this flyers actions left me determined never to go back to that field, and they just lost me as club member. In 10 years of modelling and hanging around free flight/control line sites, I have NEVER, EVER seen such disrespect for another modeller (beginner or experienced).

Still, I do have one thing to thank the pattern flyer for.....he really did make me realise what great folk control-line flyers are.

David Shackelford

## THEY DONT MAKE THEM LIKE THEY USED TO

*Derek Pickard compares a few old favourites.*

Which is the best mid-range engine for sport flying? For a reasonable-sized profile fun-fly, a 15 is the most popular and are allowed to run without a muffler at KMAC. The old 19 sized general purpose engines used to be considered about right, but being over 2.5cc they have to run a muffler at KMAC. So how good are the 19 engines over the popular smaller units and do mufflers take away the performance advantages of the extra capacity?

With this in mind, I compared a few regulars on the same sport-size prop and with 20% oil. All were in excellent condition with the glow motors using 10% nitro and the diesels the classic 50/30/20 plus 1.5% mix. They all had factory mufflers.

An APC 9x4 prop was used because it is representative of the application as was the decision to run the glows like the diesel - fast which is so typical of sport flying.

Anyway, this size glow certainly doesn't 4-2-4.

#### PAW 19TBR

One of the most loved old Brits. This size was first made back in the 1960s, has been subsequently upgraded to incorporate twin bearings and can be bought with a very compact muffler.

#### OS LA20S

This cute blue coloured engine is the latest in general use motors from a massive maker. It incorporates the slightly cheaper to make transfer port layout. A nice engine that uses little fuel.

#### OS FP20S

An old favourite which everyone knows and likes. They are well made. On paper, by far the best porting layout. (The bigger 25s are about top dog for Classic B Vintage Team Racing.)

#### Webra 21 Sport

This used to be called the 3.5 Sport when first released in the 1960s. It is typical of the old style bi-pass transfer port, iron piston/liner and twin front bearings. It didn't have a big venturi - just the old radio carb in the open position. The oldest of all the engines by decades.

After warming, the max they could sustain the same 9x4 APC was:

13,300 Webra 21 TBR	(large fuel use)
13,200 PAW 19TBR	(very little fuel use)
12,300 OS FP20S	(little fuel use)
12,200 OS LA20S	(little fuel use)

As KMAC doesn't demand mufflers for engines up to 2.5cc, I ran a couple of the most popular ones. On the same 9x4 prop they measured:

12,700rpm PAW 2.5 TBR	(no muffler)
11,700rpm OS FP15S	(no muffler)

All the 5 engines were stock standard out of the box. The only subsequent modification done for a retest was to remove the maker's single head shim in the FP20. This did lift the revs by nearly 500 so lessening the deficit of that engine's lower performance with a 9x4.

## CONCLUSION

These results clearly illustrate how a 19 size engine with a muffler has an advantage over an open exhausted 2.5 for sport flying. Put simply, the open exhausted OS FP15 didn't cope with the prop which the muffled PAW 19 absolutely killed. A test with an 8x4 wasn't done as the basis for the whole thing was to test the 19-size engines for sport flying.

The revs were representative of mid-range speeds which is where sport planes fly. Here, the old glow bi-pass ports and PAW's unusual version of transfer ports obviously work well despite their iron pistons. The advantage of the two older motors isn't only down to them having twin ball races, it's probably a bit of that combined with the fact that large transfer port facilities of the OS layouts only have an advantage at top revs. And that presumably means over 15,000rpm. Which ever way you interpret it, the results are certainly no rave-on for the OS layouts which were against other designs nearly 40 years old.

# The 2003 Eastcoast Championships

Held over the weekend 4/5<sup>th</sup> October at A.L.C. Inc. facilities, Loganholme Queensland attracted around fifty individual and team entries in the combat, team race and speed events offered.

Four teams contested **F2C Team Race**. CD Noel Comey advised that three heats were flown by all teams except Burfein/Simons and some excellent times were recorded. The final had to be re-run after Justic/Stein snagged Potter/ Simons lines on the first pit stop. The re-run was a furious battle until Knight/Harvey ran in followed a little later by Potter/Simons leaving victory to Justic/Stein in 6:49.72! Noel would also like to thank both the competitors and all those who helped.

1. Justic/Stein	3:28.56	<b>3:20.43</b>	3:58.87	6:49.72
2. Potter/Simons	3:43.38	79 laps	<b>3:16.78</b>	168 laps
3. Knight/Harvey	65 laps	4:08.19	<b>3:36.69</b>	146 laps
4. Burfein/Simons	5:22.29	6:03		

**Junior Rat** was conducted as a sub-set of 2.5cc PB Rat and saw the father/son McDermott team reverse the results of three weeks earlier with a win over the father/son Redmond team. Five senior teams entered the main event with the following outcome:

	Heat	Final	
1. R. Owen/R. Justic	100 laps	205 laps	
2. M. McDennott/J. Taylor	96	157	
3. G. Knight/R. Harvey	89	96	112
4. M. Dillon/P. Dillon	86	94	
5. R. Smith/J. Major	69	66	

(Junior)

1. T. McDermott/M. McDermott
2. M. Redmond/S. Redmond

Rob Owen's very potent sounding Nelson 36 powered Owl Racer was an early withdrawal from **Bendix team race** after the venturi went walkabout during testing leaving two local teams of Garton/Major and McDermott/ Dillon to hold off the new Enya powered device (some sort of Shoestring I'm told) of Harvey/Knight. One heat and the final were flown with the following outcome:

	Heat	Final
1. R. Harvey/G. Knight	4:16.44	9:14.50
2. M. McDermott/ P. Dillon	5:01.94	10:09.81
3. I. Garton/ J. Major	8 laps	36 laps

**Classic B** looked pretty awesome from where I sat in the combat circle and so it proved. Stan and Matt Redmond "I be giving it a go soon so this event can only get stronger especially if we can find a way to integrate

the Vintage B models of Les Winterton and Peter Wallace". Some very nice models were on hand especially Mark McDermott's Galaxie.

1. McDermott/Dillon	3:31.92	3:23.29	6:36.3
2. R. Smith/ G. Potter	4:29.27	4:15.65	8:31.3
3. G. Knight/R. Harvey	3:53.82	4:01.75	9:21.5

*Rod Smith's LA powered "Rivetter" placed second in Classic B T/R event*



competitor flew five bouts to determine the major winner who was Rod Smith with seven cuts for the day. The associate championship for most bouts won required a fly-off between eventual winner Rod Smith, Mark Dillon, Ryan Comiskey and Peter Wallace. Ryan finished as runner up and first Junior. ALC Junior Kurt Kranen and former ALC Junior, impresario Peter Krenske made their combat debut with three and two wins respectively. In fact Kurt and John Major missed the finals only because their models were too damaged to continue. It was pleasing to see this event still going strong especially as there are potentially 8 to 10 more competitors. After 33 bouts Rod Smith rose to the top as Supreme Champion.

R. Smith	7 cuts	5 wins	2 losses	Double First
R. Comiskey	3	4	3	Top Junior
P. Wallace	2	3	3	
M. Dillon	2	3	3	
K. Kranen	2	3	2	
J. Major	3	3	2	
M. Comiskey	4	2	3	
R. Owen	4	2	3	
P. Krenske	?	2	3	
M. Comiskey (J)	3	2	3	
W. Jackson	1	2	3	
R. Edgerton	1	1	3	

### Vintage B

1. Garton/J. Major	6 laps	5:53.34
--------------------	--------	---------

**Vintage A** also saw some very pretty and pretty fast models taking part. The event had to be run on the stunt circle as the normal one was inundated with bindii despite our best efforts, because of the prolonged dry weather. Rain only a few days beforehand followed by pretty good weather over the weekend saw the grass a little bit long for these racers by Sunday afternoon with times suffering from the difficulty in taking off and landing these tiny tots.

1. Kerr/Justic	3:28.16	6:58.56	
2. Knight/Harvey	3:45.78	3:38.08	7:16.53
3. Smith/Potter	4:09.38		
4. Garton/Major	55 laps		
5. McDermott/Dillon	37 laps		

**F2A Speed** was flown by four entrants including the fastest two Aussies Hugh Simons and John Walker. Thankfully Ted Burfein orchestrated the event, provided all the necessary gear and competed as well. I'm not sure why but Rick Justic didn't record a time, something that surely wouldn't have happened for a long, long time.

	R 1	R 2	R 3	Fastest
1. H. Simons	12.98	13.01	<b>12.81</b>	12.81
2. J. Walker	14.61	<b>12.89</b>	13.20	12.89
3. E. Burfein	23.27	<b>18.83</b>	19.61	18.83
4. R. Justic	_____	_____	_____	

**2.5cc Slow Combat** drew 12 entrants and was run on a pseudo round robin format all day Saturday. Each



*Mako 15 Trainer used by top junior Ryan Comiskey as runner up in 2003 Eastcoast Championships*

*Mr Slow Combat Rod Smith added to his 2003 State Title by winning both most cuts and most bouts.*



**2.5cc Fast Combat (F2D modified)** was also run on a single model per bout modified round robin format. The ten who entered also each flew five times although another round or two could have been run if desired. The jury is still out on the single model per bout idea and the one metre radius “combating” circle. Most bouts were short and sharp with props and lines particularly, getting a hammering. The event was fairly laid back with a favourable response to the weekend from the combat competitors. Rob Owen was champion with five streamer cuts for the day. Paul Dillon was awesome in winning all his five bouts and won the associate championship for most bouts won. Michael Comiskey (the Younger) was top junior.

R. Owen	5 cuts	3 wins	2 losses	Champion
P. Dillon	3	5	0	Associate Champion
M. Dillon	3	4	1	
P. Norrie	3	3	2	
P. Wallace	2	3	2	
M. Comiskey	2	2	3	
M. Comiskey (J)	?	2	3	
R. Smith	2	1	4	
J. Norrie	2	1	4	
R. Comiskey	?	1	4	

The club would like to thank all those who entered the 2003 Eastcoast Championships particularly the NSW contingent and Paul Stein the lone Victorian. The efforts of all those who helped in any way were also greatly appreciated. I especially am grateful to older daughter Angela and to a lesser extent son Geoff and Peter Wallace who helped me so much with some 55 combat bouts over the weekend as well as caterers Liz Chapman and Sharon Kranen who kept us all so well nourished!

**Report from Brian Burke.**

## CLASII CALENDAR UPDATE 2003 & EARLY 2004

Further to my notice October 1<sup>st</sup> re Clasii field use please note that alternative arrangements have been made for **our own club and associate members** to continue flying activities at our other flying field. Unfortunately at this time of year it not possible to conduct competitions at this field, which was the reason events, previously listed for **Leichardt Park**, have been cancelled. Our remaining club days will be **Fun Fly's only** and will be conducted **as usual on the second Sunday of each month**. Our Christmas Break up party will be held on Sunday 14<sup>th</sup> December at a venue TBA.

It is our Club intention to continue on in the New Year the same as for many years previously with **Club Competition Day** being held on the **second Sunday in each month**. We are assuming that the previous agreement reached between the various clubs some years ago will continue into the future, ie **ALC 1<sup>st</sup> Sunday, CLASII 2nd Sunday, Third Sunday free, T/Birds last Sunday Month**. Where there are five Sundays in the month, the Fourth Sunday will also be free

As soon as the **Leichhardt field** is operational again we will put out a programme of events to be held **on second Sundays**. It is of course possible that Bayside C/L Club or the Gold Coast R/C Club's **C/L section** might wish to pick up some or all of the spare days however I'm sure that they will advise the C/L Administrator of their wishes. I have heard a whisper that another R/C Club closer to Brisbane is considering setting up a C/L section similar to the Gold Coast R/C Club

**CLASII members will endeavour in the future as we have done in the past to support other club's events and activities where possible.** Future emphasis is likely to be concentrated on **juniors** and their particular events (eg **Clasii Rat, Simple Rat, and Junior Rat, Mouse T/R.**) Due to apparent lack of interest in FAI and S/OFF SCALE (**should that read competitors**) promotion of **Fun Scale** events will continue with better-defined rules during 2004. Older events such as **Classic Stunt and Carrier Deck** will also be tried in the upcoming year.

On a personal note I have stated a number of times recently that I have reduced my participation in C/L activities and intend to concentrate more and more on R/C and F/F. I will therefore be conspicuous by my absence from C/L events when there is a clash of dates particularly on Sundays, but will continue to fly C/L mainly on Saturday mornings whenever and wherever possible.

On behalf of the members of Clasii I will take this opportunity to wish all recipients of this notice a Very Merry Christmas and a Happy New Year. May all your landings in the future be good and your crashes small and repairable.

John Taylor. CLASII Secretary/Treas.

## AUSTRALIA'S YOUNGEST CONTROL LINE FLIER?

At six years old Marcus Bonomo began flying a 1.5cc trainer, solo, on 55' lines, from a hand launch by his father Ric. No-one in the centre with him. He just did it. Six months later he-is still doing it, delighting onlookers every time.

Gusty wind? —No problem.

Wingovers? —How many would you like?

Low pullouts?—Which blade of grass do you want cut?

He is .....



——.the amazing Marcus.

# TARMAC Notes for September and October

Thanks to Peter White for picking up the load and looking after the TARMAC notes last month. As he mentioned, I was off in the mystic east, having driven to Queensland for a month. I saw a lot of aviation stuff, and a little aeromodelling activity while I was away (no control line). I did see something that I have never seen before. That was a convoy of about 7 or 8 Austin 'Atlantic' coupes, and of all places it was in the middle of the Hay plain (a location that makes the Nullabor look like a tropical rain forest). And I learnt something too. It came from the car radio. It was one of those interesting statistics broadcast for the elucidation and amusement of the great unwashed by John Laws. Reportedly, more people are killed each year by coconuts than by sharks. I didn't know that. I can now take it off the list of things that I don't know. It is a nasty thought though. Can you imagine the nameless dread of lying on a tiny surfboard and waiting in horror for the attack of a remorselessly circling killer coconut? Thirteen thousand kilometers, a month later and here I am again. (Oh no! you say)

On more modeling related matters, Fred Adler tells me that he may never fly combat again if the latest suggestion from the FAI comes to pass. The idea that is rumoured to be circulating at the most stratospheric levels of the international organization is to adopt the rules of the Olympics. Including drug testing of all competitors. Now it may be relevant to test Olympic athletes to ensure that they aren't using substances that enhance their personal performances, but as we have heard, the list of banned drugs includes all sorts of prescribed medications as well. This might not represent much of a problem to an eighteen year old in the peak of condition, but how many of those do you see at the flying field these days? It could easily be a major issue for the ancient aeromodellers that I see about the place. Many of whom have to be doped to the eyeballs with all manner of medication to even make it to the flying field. Perhaps they think that if I take a couple of Cold and Flu capsules, it will make my speed model go faster? I should try that. My view of drug testing for aeromodellers is that you would have to be affected by drugs to think that it was a good idea.

The ARF Nobler stunters mentioned in these notes a couple of months ago are in demand. Although at the time of writing they have not yet hit the shelves of the model shop, I know of a couple of TARMAC members who have them on order and Dennis Percival in far away NSW tells me that he has ordered one for himself too. I am looking forward to seeing them in action soon.

I have seen a few grass team racers out practicing lately, but it has not all been trouble free. One of Bob Fry's veteran Plutos was totally destroyed when the pin in the elevator clevis wore through leaving him without control. The resultant arrival was vertical, violent and final. That one will now be retired. On the same day, Norm and myself had a similar problem when the pushrod detached itself from the bellcrank in the brand new Dalesman. Fortunately it is well balanced enough to continue flying fairly level even without control and although traveling at over 100 miles an hour it descended slowly until it walloped the grass and stopped the engine. Damage was confined to a bent undercart and the necessity for Norm to open the fuselage for access to the bellcrank.



*This is Michael Booth with his stunt trainer. He is one of the rarest of birds in our hobby. He is a junior member of TARMAC who had no previous contact with the sport or aeromodelling relatives. He saw a few guys practicing with team racers, decided that it looked like fun, and started by himself. Naturally he has had support from his parents, but that doesn't make him any less special.*

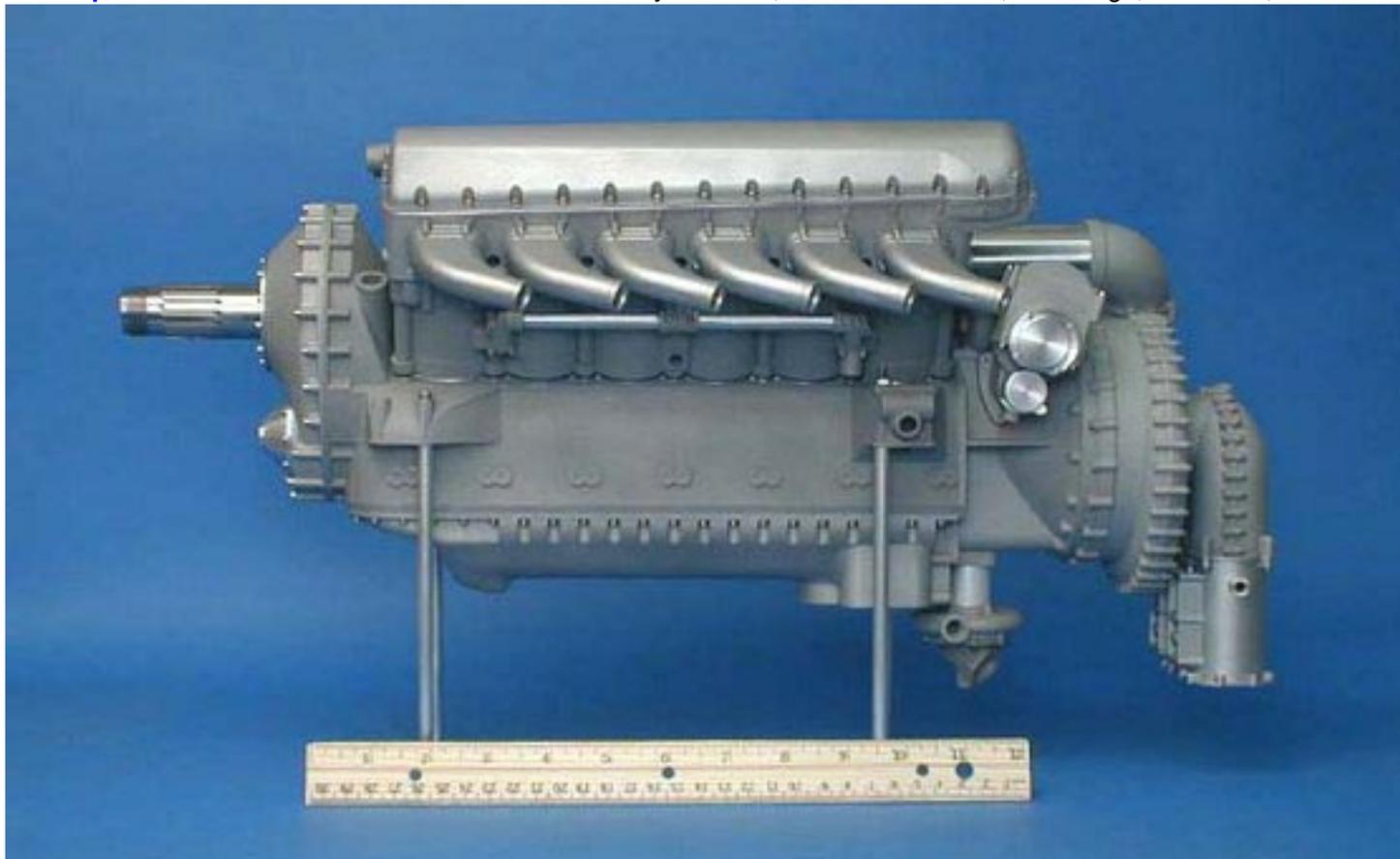
A recent visitor to the TARMAC field was Kim Ashton, son of WA modeling pioneer Rod Ashton. Kim is another of the modelers tempted by the upsurge of interest in Vintage stunt here and at the moment he is considering what to build. During his time at the flying field, he met up with Mark Sherburn, whose father Ray was a friend and rival of Rod's over fifty years ago.

Thanks to Ron Chernich, I was made aware of an ambitious engine building project by American mechanical engineer Richard Maheu. He has built a quarter scale model of the Rolls-Royce Merlin that powered many of the most famous aircraft of World War II, such as the Mosquito and Spitfire. . Eventually he hopes to be able to offer complete engines for sale that are able to fly quarter scale models of these warbirds at scale speed and with scale sound. For the moment you have to be satisfied with just the castings and drawings for the engine.

His prototype Merlin first ran in early 1994. It had a few investment castings, a few sand castings, and some parts machined from bar stock. Currently, there are over 80 sheets of drawings, and about 20 pages of descriptions and instructions. This represents at least 90% of the information required to build a complete Quarter-Scale Merlin, and will keep an engine builder occupied for quite a while. If you have the urge to do a spot of engine building to keep you busy of an evening, you can contact Richard by email at:

[mail@quarterscalemerlin.com](mailto:mail@quarterscalemerlin.com)

or snail mail to: Dynamotive, 8867 Armorss Ave, San Diego, CA 92123, USA



*This photo shows Richard Maheu's quarter scale model of the Rolls-Royce Merlin, which powered many of the most famous aircraft of World War II, including the Lancaster, Hurricane and Spitfire. This engine is intended to fly a quarter scale model of any of these planes at scale speed and with scale sound. The eventual goal is to offer complete engines for sale, but for now the castings (along with the drawings and instructions needed to machine them and the parts required for a running engine) are available to people who wish to build an engine for their own use and/or enjoyment.*

Just for your information, news from the 'Old World' has alerted us to the fact that the European Union commission has introduced a ban on a number of chemicals. It stipulates that these substances, or preparations containing them, may not be placed on the market for sale to the general public. The reason being that the substances have carcinogenic or mutagenic properties. Included in the list is Propylene Oxide, which as far as I am aware is used mainly as an igniter for small glow engines with high nitro fuel, and for pulse jets, although some commercial fuel blends are said to contain Propylene Oxide.

*Another photo extracted from the TARMAC archives. Peter Tomlinson (L), Doug Murray and Roger Hopkins at a state presentation with a B class Team racer. This model (and team) was the winner for that (unknown) year. Peter and Roger were the pit crew and prided themselves on a pit stop of four seconds whoa to go. Demonstrating that practice had made almost perfect Doug recalls that the event was flown on the rear lawn of the Cottesloe Civic Centre, something that would see you locked up now. Another item of interest was the big con they pulled on the race day. Roger and Peter took turns to carry the fuel for the day in an Esky, telling everyone the it was a secret formula and was frozen and then only thawed just before the race so that more fuel would fit in the tank because it was chilled. In reality it was just ordinary fuel and the esky was used because it was easier to carry with all the pit stop requirements in it. This photo was supplied by Doug Murray.*



While I am on the subject of the earlier days, here is an interesting excerpt from a 1958 'Model News'. This was taken from some Mercurians club notes written (I believe) by Noel Mitchell and sent to me recently by Alwyn Smith. It expresses the more light hearted attitude to modeling that seemed to be prevalent back when it was all new and models were built (and destroyed) faster. Noel writes:

"Harry Barclay, Rex Wedd and Ken Datson have been concentrating on big stunters and the pattern. Ken is most unpopular at the moment, only the other day he "landed" at full power on top of Harry's "All American". There was nothing left of Harry's model, but Ken's "Thunder-bolt" only broke the tail off. They put the remainder (wing, complete with flaps, and front half of fuselage) back into the air and, believe it or not, it flew as steady as a rock and easily did horizontal eights etc, but couldn't manage a vertical eight. Of course we turned the handle upside down as we were using the flaps as elevators.

Do you see what I mean? If only I could turn the clock back.

Latest news: The man reported to have fallen into an upholstery machine is now fully recovered.

Charlie Stone

VH4706

Email [cestone@bigpond.com](mailto:cestone@bigpond.com)

VINTAGE TEAM RACE DAY  
 KURING-GAI M.F.C.  
 ST IVES SHOWGROUND  
 SUNDAY 16th NOVEMBER  
 VINTAGE: 1/2A; A; B.  
 PRACTICE FROM 8.30  
 RACING STARTS 9.30 (1/2A)  
 enquiries to John Nolan  
 N.S.W. 9997 3434

## CLAS Racing Trophy Point Score

39.5	G.Knight
35	R.Harvey
27	P.Camps, S.Pilgrim
25.5	S.Rothwell
22	T.Bonello
21	R.Justic, A.Kerr, J.Nolan
19	A.Heath
17	G.Patterson
14	P.Brodie
12	D.Bailey, I.Gapps
11	D.Hines, H.Simons
10	Grant Potter
9	Geoff Potter
8.5	R.Owen

- 8 P.Tilley  
 6.5 B.Hoggan  
 6 G.Ardill, R.Fairall 3 R.Fisher, W.Rogers  
 2 R.Bonomo, T.Ransome  
 1 D.Bonello

One competition remains—three classes of Vintage Team Racing at Kuring-gai on November 16th.

## REGARDING ATTRACTING YOUNG FLIERS TO CONTROL LINE

From John Nolan

Contributors to ACLN have written in recent issues suggesting what we should do to boost numbers participating in our sport.

Here is what we at Kuring-gai in northern Sydney have done, with very positive results.

One of our members, Bob Armstrong, brought along sixteen boy scouts to build and fly, a short program to earn a merit badge. Only one of those boys stayed on and joined the club. Not much of a return on our efforts, we thought. But hang on. That boy, Matt Littley, was within a year the NSW junior racing champion. His younger brother Chris got involved and helps out as battery boy, and wants to be an ace pit man. Matt's school friend Will Rogers wanted to try it out. Will is now the current state junior racing champion. Will's sister Emily is now flying. Matt's neighbour Stephen Bell came along to our special junior's day (see following). Matt taught him to fly that day.

And so it goes. We made a start and it's gathering momentum.

How do we keep the momentum going? It would be easy for juniors to leave the sport if they felt there were only a couple of them, and then all those old blokes.

They need to see that there is—really quite a few of them, albeit scattered. They need to draw strength from numbers, to reach a self-propelling critical mass. They need to be all in the one place at the one time.

Thus Kuring-gai put on a gala day for young fliers.

They came from all parts of Sydney, and as far away as Canberra.

It was a word of mouth thing. If we knew of a youngster who was interested we phoned them. It wasn't so much a try/fly day—most of these juniors already had some exposure. They ranged from one or two who hadn't flown to two state champions.

I won't keep you in suspense. The day was a huge success. Look at the photograph. Everyone took a step forward. Tim Soesman, Brian Hoggan's protege from the ACT raced two up for the first time, Matt and Will stepped up from Simple Rats to a snarling 2.5 cc Irvine Rat,

Stephen Bell flew solo for the first time, and Marcus Bonomo amazed everyone (see next story).

Everyone was helped by a willing crew of seasoned fliers. Thank you to all involved. I know you got your rewards many times throughout the day.

How will we improve it next time?: A bit more formal racing with intensive coaching from experts for those already racing.

And some slow combat. (The wind didn't allow it this time). Not to slight stunt, but we find racing and combat appeal most.

We have tried to make Kuring-gai a place that juniors really want to come to and I think we're succeeding, due in part to the following commandments of which there are seven, leaving room for three of your own.

1. Be prepared to give a lot of your time.
2. Explain the technical reasons for things—you'll be amazed what juniors understand, and want to know about.
3. Never say a word of criticism or impatience—you'll ruin everything.
4. Help them obtain supplies of fuel, lines, and so on. The local toy store doesn't carry stuff like it did in our day, and if it's too hard to get stuff it's too hard to fly.
5. Get your big-gun club members involved. It's a big deal for a new junior to have his motor started by Steve Rothwell and to race against Hugh Simons. They'll love it and keep coming back.
6. Be generous. It may cost you a bit in fuel and glow plugs to help keep them in the air but would you rather see the sport die out?
7. Treat juniors as equals. A club is not a school with teachers and pupils. It is a society of model engineers, just with a wide range of ages. They appreciate the camaraderie with adults.

In addition our state body CLAS is looking at subsidising juniors to soften the iniquitous insurance costs. Not too many better ways to invest a little of our funds.



*kneeling: Emily Rogers, Rohan Bansal, Marcus Bonomo.*

*standing: Rajpal Bains, Pravin Bansal, Harry Keown, Tim Soesman, Matt Littley, Will Rogers, Stephen Bell*



### *Note: Date Change*

*The original date of this contest clashed with date of the opening of the State Flying Field. Some flyers and spectators will be attending the opening so the stunt contest has been put back 1 week to November 30th.*

## Monty Tyrell Memorial Classic Stunt

\* Don't miss it

The annual Monty Tyrell Memorial Classic Stunt is on again.

Make a note to be at the KMAC field (Melway 72 K9) on Sunday November 30th.

\* Great range of Classic Stunters.

\* Meet old friends.

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.

Catering will be available at the field.

Enquiries to — Derek Pickard. Tel (03) 9889 1149

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

## AMENDED 2003 VICTORIAN CONTROL LINE STATE CHAMPS RESULTS

### COMBINED SPEED

Pl	Entrant	Cl	Engine	rd 1	rd 2	rd 3	km/h	%
1.	R.Hiern	4	Super Tigre X40	12.93	dns	dns	278.42	100.39
2.	R.Hiern	1	RH-11 Speed	16.15	16.21	14.67	245.40	99.80
3.	R.Hiern	5	Nova Rossi 21	14.41	14.17	14.94	254.15	98.98
4.	J.Walker	S/J	Bailey	13.48	12.84	12.79	226.54	98.59
5.	N.Wake	5	Nova Rossi 21	14.94	14.54	14.67	247.68	96.46
6.	N.Wake	1	OS CZ11 PS	15.32	15.43	15.21	236.69	96.25
7.	N.Wake	4	OPS 40	15.12	15.23	15.30	238.10	85.85
8.	C.Agnew	1	OS CZ11 PS	18.51	dnf	dnf	194.49	79.09
9.	D.Shackleford	P	Cyclon 21	32.66	dnf	dnf	177.39	73.87

Note :- 12.00 seconds used as record for Sport Jet as seen on Jet Web Site instead of 12.61 seconds as claimed as record at 56<sup>th</sup> Nationals. J.Walker now 4<sup>th</sup> instead of 6<sup>th</sup> as previous results showed.

## AMENDED 2003 SOUTH AUSTRALIAN C/L STATE CHAMPS RESULTS

### COMBINED SPEED

Pl	Entrant	Cl	Engine	rd 1	rd 2	rd 3	km/h	%
1.	J.Walker	S/J	Bailey	N/T	N/T	12.45	232.70	101.28
2.	M.Wilson	Midge	PAW 1.5 D	11.77	N/T	11.16	129.40	79.30
3.	H.Bailey	Proto	Nova Rossi 21	31.38	31.20	31.09	186.35	78.10

Note :- 12.00 seconds used as record for Sport Jet instead of 12.61 seconds as claimed as record at 56<sup>th</sup> Nationals. J.Walker still in 1<sup>st</sup> place but now has new Australian Record for Sport Jet.

## C/L COUNTRY COMP – MOE 7/09/2003

### AUSSIE "A" TEAMRACE

	rd 1	rd 2	final	Engine	
1.	M.Wilson/H.Bailey	4:24.45	4:08.31	8:02.00	OS 15 FP
2.	C.Ray/J.Ray	4:26.75	4:31.91	8:36.50	OS 15 FP
3.	G.Wilson/M.Ellins	4:42.05	4:31.97	9:06.25	Taipan
4.	K.Hunting/J.Hunting	dnf 78	4:56.18		OS 15 FP
5.	J.Hunting/K.Hunting	dnf 85	dnf 61		OS 15 FP
6.	J.Hallowell/K.Baddock	dnf 28	dns		OS 15 FP

Harry coaxed Murray to take the handle whilst he pitted for a change. Using a stock standard OS15 turning an APC 7x5 in a Footprint the fuel mix of 20% Castor, 20% IPA, 20% Nitro and 40% Methanol gave 50 laps to the 15cc tank.

## CLAMF COMP 19/10/2003

### FAI TEAMRACE

	rd 1	rd 2	Engine	
1.	R.Fitzgerald/M.Ellins	3:13.44	3:10.50	Yugov
2.	G.Wilson/P.Stein	3:28.59	3:26.09	Yugov

Persistent rain in the morning sent everyone home but around 1.30 PM the skies cleared so the above 2 teams went back down to Frankston and flew a couple of 2 up races. As can be seen from the results Rob Fitzgerald had flown across from S.A. to do some practice with Mark and had a great day on the Saturday with approx 30 degrees C, come Sunday and it never stopped raining until early afternoon, by late afternoon we were again in shorts and sweating, good old Melbourne weather. Rob's new Yugov powered model certainly has some potential as shown by it's first day of racing, hopefully getting even better for next years World Champs.

## CLAMF FIELD WARNING

With the warm weather last weekend 18/10/2003 the first snake was seen on the field next to the new circle to the North of the concrete circle. When speaking to the Motor bike people in the next field they reported having had them there also, so be careful.

### Newsletter Editor

Harry Bailey.  
37 Thompson Street.  
Clayton.  
VICTORIA. 3168.  
Telephone (03) 9543 2259.

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

Any comments, queries or complaints with respect to any article in this publication should be addressed to the author of the article.

The Editor and Committee of Clubs accept no responsibility or liability for any loss or damage incurred or suffered by anyone as a result of this publication or in reliance upon or as a result of acting upon anything contained in this publication.

Back issues of this newsletter can be found on the following web sites.

<http://www.vicstunt.com/>

<http://www.dkd.net/clmodels/>

**SMAC Contest At Knox 5/9/03**

**Simple Rat Race**

Place	Team	Round 1	Round 2	Final
1st	Hallowell/Bailey	99 laps	-	204 laps
2nd	M Wilson/Ellins	95	102	192
3rd	Hunting/Hunting	79	97	5
4th	Ray/Ray	97	95	
(elected to not fly in final because of damage to model)				
5th	Marsh/Bailey	60	59	

**Simple Goodyear**

Place	Team	Round 1	Round 2	Final
1st	Ray/Ray	5:26.02	5:24.59	10:55.64
2nd	Bailey/Marsh	8:06.22	5:38.03	11:21.07
3rd	M Wilson/Ellins	5:39.19	6:24.52	11:48.71
4th	Hunting/Hunting	5:40.02	5:57.74	
5th	Marsh/Bailey	7:20.47	6:23.19	



Sunday 26th October

**Vintage "A" Teamrace**

	rd 1	rd 2	final
1. J.Hallowell/K.Baddock	3:41.44 dns		7:32.91
2. G.Wilson/M.Ellins	3:59.91 dns		8:19.91
3. M.Wilson/H.Bailey	4:20.78	4:09.18	8:59.44
4. C.Ray/J.Ray	4:09.88	dnf 45	
5. K.Hunting/J.Hunting	dnf 45	dnf 37	

**Simple Combat (Continued from the Moe Comp)**

	Round 1	2	3	4	5	6
1. G.Wilson	W	W	W	B	L	W
2. M.Wilson	W	L	W	W	W	L
3. K.Maier	B	W	L	L		
5. H.Bailey	L	B	L			
5. M.Ellins	L	L				



**ALL MODELLERS ARE INVITED TO THE GRAND OPENING OF THE VICTORIAN STATE FLYING FIELD**

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A CONTROL LINE CIRCLE IS BEING PREPARED AND CLAC WILL BE GIVING C/L DEMONSTRATIONS AND TRIAL FLIGHTS.

**WHERE:** QUAYLES RD, DARRAWAIT GUIM,  
3KM FROM BOLINDA RD INTERSECTION,  
MELWAY'S REF 425 G3

ENQUIRIES : SECRETARY - DAVID BELL (03) 94014274



**Club News**

**The next CLAMF club meeting is to be held on Friday 14th November** and not on the previous week as most of the regulars will be attending PARCS Club Auction.

**AUCTION**

**Date:** Friday November 7th, 2003  
**Where:** Frankston Gun Club. Rossiters Road, Carrum Downs (Melway 98 C9)  
**Time:** Doors opens at 6:30pm for a Sausage Sizzle Auction Starts at 7:30pm  
**Cost:** \$2 Entry, Door Prize and Raffle  
For more information please contact- George Hepburn 5995 7485 or Brian Dowie 9706 2074

**For the club member this Super Sale:**  
Saturn control kits have built a great reputation world wide  
**SALE, Sale, Sale, Sale.**

Mk 1 Thunderbird was	\$245-00 Now	\$199.
Mk 2 Thunderbird was	\$245-00 Now	\$199.
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Palmer mars was	\$245-00 Now	\$199.
Central KT Centuar was	\$245-00 Now	\$199.
Central KT Saber stunt	\$245-00 Now	\$199.
MK 1 All Australian	\$190-00 Now	\$159.
All Australian Mk 2	\$190-00 Now	\$159.

All kits come with tank of choice, flap horns, bellcrank.  
plus a free 1 meter wide x 2 meter Ozcover (as Doug  
Grinham uses on his stunt models) free of charge.  
One only Brodak 40 cost \$190-00.  
OS LA 46 R/C \$119-00

Remember Saturn CA Glue the best there is.  
Yours in modelling. Tony Cincotta.

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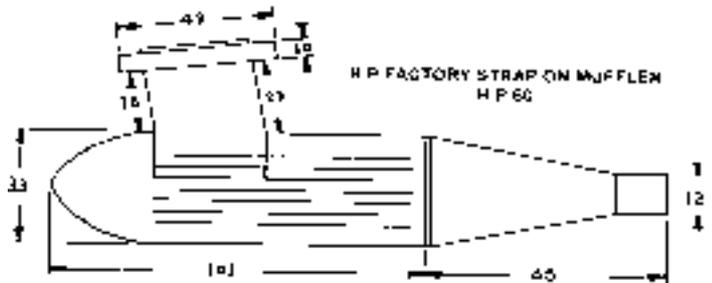
A coming together of these two models took place during the combat between Graeme Wilson and Ken Maier at Knox on Sunday 26th Oct. One model was a Terminator and the other was Terminated.



# WANTED

**Muffler, H.P. Factory Strap on for H.P. 60 as per diagram shown below.**

Frank McPherson (03) 9775 7698  
or Email [f\\_mcpherson@bigpond.com](mailto:f_mcpherson@bigpond.com)



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Modified "Shark" stunter.  
Suit .50 -.60 motor. \$200 ono  
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A large number of NIB glow, spark and diesel engines suitable for C/L or collecting. Lists available from:

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[pssj.walker@bigpond.com.au](mailto:pssj.walker@bigpond.com.au)

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**SEAFORD VIC 3198**

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MAIL**

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*Simply send a request for this service to the editors' email address which is on the front page.*

## MODEL RACING SERVICES



### \*\*\* Services \*\*\*

- Motor Modifying and Blueprinting for all competition classes, ie. Pylon, Control Line, R/C, FF, Aircraft, Boats, & Cars,
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### \*\*\* Kits \*\*\*

- "Arrow" - 2cc - 2.5cc speed kit includes pan, pre cut wood, hardware, plans etc. **\$90 .00**
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