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

Number 291

Produced by the Victorian Control Line Advisory Committee



November 2023
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PRODUCTION SPECIFICATIONS

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

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



COMING
EVENTS



VICTORIAN CONTROL LINE CONTEST CALENDAR 2023

DATE	EVENT	CLUB
Nov 12	Warbird Stunt and Nobler Stunt, Combined Speed,	CLAMF
Nov 26	Doug's Day Australian Vintage Stunt and car-boot sale. Brimbank Falcons Vintage Combat.	KMAC
Dec 10	Vintage A, Classic B, Classic FAI.	CLAMF
Dec 17	KMAC Christmas function.	KMAC

2024

Jan 28	All-Aussie fly-in	KMAC
Feb 25	Little Models and All-Sheet creations.	KMAC
Mar 29-Apr 1	Victorian 2024 State Championships (Easter weekend)	CLAMF, KMAC
Apr 28	Throttles etc.	KMAC
May 26	American designs.	KMAC
Jun 30	Unconventional models.	KMAC
Jul 28	Warbirds and KMAC AGM	KMAC

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

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

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

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

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



COMING
EVENTS



C.L.A.S. CONTEST CALENDAR 2023

DATE	EVENT	CLUB
Nov 5	Event TBC.	KMFC
Nov 12	F2B Aerobatics	SSME
Nov 26	KMFC Christmas Party and Fun Fly.	KMFC.
Dec 3	F2B Aerobatics.	Doonside.
Dec 28-Jan 4	MAAA 73rd Nationals.	West Wyalong.
KMFC -	(Ku-ring-gai Model Flying Club) - St. Ives Showground, Mona Vale Rd, St. Ives.	
SAT-	(Sydney Aeromodelling Team) - "Duck Pond", Ashford Road, Milperra.	
SSME -	(Sydney Society of Model Engineers) - Model Park, Luddenham Road, Luddenham.	
DOONSIDE-	Baseball diamond, Whalan Reserve.	

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NSW State Championships for Team Race and Speed.

Saturday 30th September to Monday 2nd October.

The Twin Cities Model Aero Club in Albury once again hosted this years competition.

Due to bush fires and covid we have not been able to use the site since the last State Champs held there in 2019 and prior to the event the concrete flying circle was in need of some weed clearing to enable the competitions to take place but any concerns were allayed as when we arrived the field was in glorious condition thanks to the Twin Cities club members efforts. All contest took place flying over the concrete circle but the grass circle was also well prepared and was used for some sports flying and some racing practice flights. The Twin Cities club is a great venue with good facilities, the club members made us feel welcome and provided us with variety of food and drinks during our day's there.

As for the weather, it was brilliant for the whole weekend, warm sunny day's with little to moderate wind.

First event on the Saturday was **F2C team race**. There were only three teams in attendance. Two heats were flown and Wilson/Poschken's second heat time of 3:13.46 was the fastest of the competition. Brothers Ryan and Shane Leknys were having problems maintaining a race setting as their engine would not hold a tune and multiple pit stops were required. Before the 3rd and 4th round on the Sunday they tried some different fuel mix and the improvement was noticeable.

Trevor Letchford had come over from Perth with a model and teamed up with pitman Mark Ellins. A 200 lap final race was not flown.

F2C Results.

Place	Team	Heat 1	Heat 2	Heat 3	Heat 4
1.	M. Wilson/M. Poschkens	3:18.47	<u>3:13.46</u>	3:23.22	3:21.41
2.	R. Leknys/S. Leknys	4:40.31	5:24.87	3:31.84	<u>3:22.70</u>
3.	T. Letchford/M. Ellins	<u>3:33.19</u>	----	3:45.97	----



F2C pilots.
M. Wilson, R. Leknys, T. Letchford



Shane Leknys



Mark Poschkens



Mark Ellins



The **F2A** entry numbers of eight would have been swelled to ten but Steve Rothwell and Rob Fitzgerald did not attend and had to cancel their entries. John Jacobsen had Andrew Heath as his proxy pilot.

All pilots managed to record times and there were no model breakages. Andrew Heath's Transit Trace was used to record all the flight times.

The top three placed flyers all improved their flight times on Sunday and it was Andrew Heath's flight in round three on of the day that claimed him the first place.

Mark Poschkens attained three close times, his flight of 258.5 kph was a personal best.

F2A Speed Results

Place	Entrant	Rd 1	Rd 2	Rd 3	Rd 4
1.	Andrew Heath	284.011	280.227	<u>293.572</u>	0
2.	Mark Ellins	284.7	283.9	<u>288.6</u>	285.5
3.	Murray Wilson	0	268.45	<u>286.3</u>	0
4.	Richard Justic	<u>274.376</u>	0	256.8	265.046
5.	Mark Poschkens	0	255.8	256.1	<u>258.5</u>
6.	Harry Bailey	<u>239.9</u>	230.4	228.7	214.505
7.	John Jacobsen	0	225.103	231.395	<u>228.19</u>
8.	Ken Hunting	143.0	<u>153.0</u>	143.672	142.3



Classic FAI team racing could never again get timings as close as what happened at Albury. The best heat time was 4:26.69 for Nugent/Ellins and the time of 4:35.63 for Bailey/Hunting was their best, all other teams had a best time that fell between the fastest and slowest. So that is 8.94 seconds between the best fastest and best slowest qualifying times for the final. Cameron/Leknys marginally faster than Wilson/Poschkens by 0.57 seconds.

During the final race Andrew Nugent operated the shut-off at a low level whilst he was being overtaken, the model clipped the concrete and ended their race at 139 laps. The two remaining teams continued to the 200 lap finish and it

Andrew explains the crash.



was a close race but a surprise was in store for teams



and spectators alike when the results from the timekeepers were announced. Both stop watches stopped at exactly the same times, 9:06.21. A dead heat!

To decide first and second placings a count back to the heat times was done and Paul Cameron and Ryan Leknys were declared the winners.



Classic FAI Team Race Results.

Place	Team	Heat 1	Heat 2	Final	Engine
1.	P. Cameron/R. Leknys	<u>4:28.34</u>	DNF 5 laps	9:06.21	Taipan Special
2.	M. Wilson/M. Poschkens	<u>4:28.91</u>	4:45.84	9:06.21	Parra 15
3.	A. Nugent/M. Ellins	4:32.64	<u>4:26.69</u>	DNF 139 laps	R250
4.	R. Justic/R. Owen	4:48.73	<u>4:29.29</u>		Nelson
5.	H. Bailey/K. Hunting	4:59.65	<u>4:35.63</u>		Nelson

In **27 Goodyear**, two teams managed a sub five minute time in the heats to gain a final place.

Tim Cooper could not coax his Fora to re-produce the speed that was attained at a recent practice session in his first heat and got a DQ in his second heat for collecting the lines of the Bailey/Hunting model whilst he was landing. Bailey/Hunting were awarded a re-fly and posted a time to squeeze into the final race ahead of Justic/Owen.



27 Diesel Goodyear Team Race Results

Pl	Team	Heat 1	Heat 2	Final	Engine
1.	M. Wilson/M. Poschkens	5:08.25	<u>4:59.47</u>	10:14.21	Fora F2E
2.	H. Bailey/Ken Hunting	5:49.53	<u>5:09.57</u>	10:50.30	Parra 15
3.	T. Letchford/M. Ellins	5:15.34	<u>4:57.53</u>	11:46.59	Ridley Oliver
4.	R. Justic/R. Owen	5:15.78	<u>5:14.46</u>		
6.	T. Cooper/A. Nugent	6:06.52	---		Fora



Vintage A finalists.

In **Vintage A Team Race** Nugent/Ellins and Justic/Owen flew in heat 1 and were confident that their times would not be surpassed by both of the other teams, so they were content not to fly in the second heat. Tim Cooper was using a PAW TBR engine in a "Footprint" which was going nicely and was very easy to start but lacked the pace of the other models using the Rothwell engines.

During the final race there was a racing incident in which the down line on the Bailey/Hunting model brushed the head of a pilot whilst he was landing for a pit stop. The resulting dive into the concrete separated the engine from the recently repaired "Olympian" and the damaged



Andrew Nugent with the winning model, a Ken Long designed "K 31"

model, that has been doing the rounds since 2006 will now be retired. If Harry had been using his other racing handle which is fitted with a grouper, the result might probably have been avoided. The race winners by a margin of almost a minute were Andrew and Mark.

Vintage A Team Race Results.

Place	Team	Heat 1	Heat 2	Final	Model/Engine
1.	A. Nugent/M. Ellins	3:13.25	DNS	6:43.17	K31/R250
2.	R. Justic/R. Owen	3:19.03	DNS	7:33.38	R250
3.	H. Bailey/K. Hunting	3:39.50	3:37.80	DNF 80 laps	Olympian/ R250
4.	T. Cooper/M. Wilson	3:56.16	4:02.40		Footprint/PAW TBR



In **Classic B** team race there were only three teams entered so all teams went into a final race.

Bailey/Hunting used a plain bearing Brodak .25 engine in a David Kidd designed "Galaxie" that did not quite match the speed of the Wilson/Ellins OS FX but was they were getting range which enabled them to two-stop the final race but that was not enough to give them a winning advantage. Owen/Justic flew an ex John Hallowell "Flying Purple People Eater /OS FX" combination

Classic B Team Race results.

Place	Team	Final
1.	M. Wilson/M. Ellins	6:26.22
2.	H. Bailey/K. Hunting	6:42.25
3.	R. Owen/R. Justic	7:37.19



Albury resident Danny Maslowicz was on hand during the weekend and volunteered his services for timekeeping and lap counting and after the Classic B racing he brought out his "Man-O-War/Amco 35" team race model that was built from the first team race plan that was published in the Aeromdeller magazine in 1950. Back then there were not any different classes of team race but the nearest modern day equivalent would be our Vintage B. As a comparison between then and now he placed the model next to a Classic B racer for comparison.



With regular **Goodyear** enthusiasts Rob Fitzgerald and Neil Baker missing because of injuries there were only four entries for the event but that was reduced down to three when the Leknys brothers had to leave before the race started. The three teams present flew a couple of heats to get a race setting and then and then proceeded to fly a final race.

At 76 years of age, Harry could manage two up Goodyear races but decided three up with the fast guys was not his idea of fun and decided to call it a day at the second pit stop.

The results and finalist's picture are below.

Goodyear Team Race results.

Pl	Team	Heat 1	Heat 2	Final
1.	M. Wilson/M. Ellins	3:56.62	DNS	8:20.57
2.	R. Justic/R. Owen	4:23.62	3:44.58	9:08.5
3.	H. Bailey/K. Hunting	5:09.20	DNS	DNF 75 laps



The first flight in **Combined Speed** was when Murray Wilson flew his Nova Rossi powered Class 5 model. He broke the current record with a time of 14.71 seconds which gave him a percentage of 102.2%.



Richard Justic in action.



Andrew Heath was the proxy pilot for John Jacobsen's models. They managed to record one time for John's all black carbon fibre Proto model but the Class 2 model was more troublesome and they did not manage to keep it flying long enough to record a time.



Murray Wilson



Tim Cooper

Mark Poschkens flight in Class 1 gained him a third place and Tim Cooper put in the most timed flights of the competition with his Simple Speed and 1/2 A Proto models.

Murray Wilson and Richard tried in vain to record any full flight times with any of their mono-line speed models.



Mark Ellins does a line pull test.

Combined Speed Results

Entrant	Class	Rd 1	Rd 2	Rd 3	Percentage
Murray Wilson	Class 5	14.71	---	---	102.2%
John Jacobsen	Proto	---	27.16	---	94.8%
Mark Poschkens	Class 1	17.16	---	---	90.9%
Tim Cooper	Simple Speed	27.47	24.94	---	88%
Tim Cooper	1/2 A Proto	28.82	30.40	28.97	81.4%
Harry Bailey	Class 1	---	19.06	---	
Richard Justic	Class 2	No times			
Richard Justic	Class 3	No Times			
Murray Wilson	Class 3	No Times			
John Jacobsen	Class 2	No Times			
Harry Bailey	Class 2	No Times			
Ken Hunting	Class 1	No times			



Lovely sunny day for flying at Seaford on September 17th. The grass had been manicured and winds were light. At one stage the concrete circle and three grass circles were in use simultaneously.



Yoon had a flight of his Stuka/ASP15 which was built from an Aeromodeller Plans Service plan. It flew OK but was damaged during landing.

I can't remember the last time that we saw a scale model in action at our field.





Worldwide Ringmaster Fly-A-Thon at KMAC (and other KMAC activity)

There was flying at KMAC, and few additional KMAC people flew at Doncaster and Tarwin Lower (and CLAMF!).



The weather at the Knox Model Aircraft Club for the Worldwide Ringmaster Fly-A-Thon weekend was brilliant: very pleasant on Saturday and unbeatable on Sunday. In addition to lots of activity at the KMAC field, some members flew at a variety of other metro and regional locations - we added Tarwin Lower Recreation Reserve to our reach this year!



The final tally of flights by KMAC people came to 64 flights from 15 different pilots using 12 different models. The models were mostly the original Ringmaster S1 but a Ringmaster Bipe, Junior Ringmaster and Ringmaster S1A all

got an airing as well. A mix of old and new engines were in evidence across the various models too.



As always, this was a great event that everyone cannot fail to

enjoy - a low-pressure opportunity to get out, fly control-line, meet up with friends and resolve the world's problems over a barbeque lunch and coffee / tea / cold drink.

Report and pictures from Reeve Marsh.





73rd MAAA National Championships

West Wyalong - 28 December 2023 to 4 January 2024

Pilot Entry

Surname	First Name	FAI Number
Street Address	Town/City	Post Code
Home Phone	Mobile Phone	Email Address

Team Member Entry

Event	Team Member Name	Team Member FAI Number
1		
2		

RADIO CONTROL	
Gordon Burford	
Old Timer Texaco	
Old Timer 1/2A Texaco	
Nostalgia	
38 Antique	
Sport Cabin Scramble	
2cc Duration	
Standard Duration	
Duration	
Old Timer Glider	

CONTROL LINE	
F2A Speed	
Combined Speed& Jet	
F2B Aerobatics Exp.	
F2B Aerobatics Adv.	
F2D Combat	
Open Combat	
Vintage Combat	
Slow Combat	
1/2 A Combat	
F2C Team Race T	
F2F Team Race T	
Goodyear T	
27/10 Goodyear T	
Open Rat Race T	
2.5cc Rat Race T	
JNR 2.5cc Rat Race T	
Vintage A T/Race T	
Classic B Team Race T	
Classic FAI T/Race T	
F4B Scale	
Vintage Stunt	
Classic Stunt	

FREE FLIGHT - Outdoor	
F1A Glider	
F1B Wakefield	
F1C Power	
F1G Coupe	
F1H Glider	
F1J 1/2A Power	
Open Power	
Open Rubber	
E 36	
Day Scramble	
Night Scramble	
Outdoor HLG	
Outdoor CLG	
Outdoor DLG	
P 30 Rubber	
Vintage Rubber	
Vintage Power	
Vintage Glider	
OZ Diesel	
F4A Scale	
60's Coupe	

PAYMENT OPTIONS

1. EFT DETAILS -
 A/C Name - NSWFFS Inc 73rd Nationals
 BSB - 062 336
 A/C # - 1040 9062
 Ref - MAAA Number + 1st three letters of your surname

2. CHEQUE DETAILS
 Cheque Payee - NSWFFS Inc 73rd Nationals
 Postal address for Entries and/or Cheques is :
 2023 Nats Registrar
 176 Tadmore Rd Cranebrook NSW 2749

3. PYPAL
 Address: treasurer@nswffs.com.au
 Payment Type: Friends and Family
 Ref - MAAA Number + 1st three letters of your surname

Enquiries: 2023 Nats Registrar - Paul Turner
 Ph: 0409 648 881 - Email: natsregistrar@nswffs.com.au

GOODIES BAG - includes a Nats metal badge and a Nats Decal. If you want more order it here !

STATEMENT OF AGREEMENT:- I agree to abide by all rules laid down by the Association. I agree to compete in a Sportsman like manner & will also make myself available to assist with the running of the Event if I am asked

Signed: _____
 PILOT /TEAM ENTRY FORM

Fee Calculator				
Events	Qty	\$ Each	Total	Max Fee
Admin - ALL Entrants	1	\$50	\$50	\$50
Late Fee		\$50		\$50
Senior Events		\$15		\$50
Junior Events		\$2		\$10
Team Member		\$5		\$20
Fun Fly only		\$0	\$0	\$0
Sub Total		A		

Goodies & Dinners			
Goodies & Dinners	Qty	\$ Each	Total
Metal Badges		\$5	
Decals		\$3	
Cap with Logo		\$20	
Hat with Logo		\$25	
Polo Shirt & Logo		\$40	
Country BBQ			
Celebration Dinner		\$25	
Sub Total		B	

GRAND TOTAL (A + B) **C**

FREE FLIGHT - Indoor	
Open Rubber Scale	
Peanut Scale	
Indoor HLG	
Indoor CLG	
Hangar Rat & Hangar Rat Scramble	

FUN FLY
ANYTIME NOT AFFECTING COMPETITION
 Admin Fee Only - No Event fee !

SOCIAL EVENT - How many attending ?
 COUNTRY BBQ CELEBRATION DINNER

GET YOUR ENTRY IN EARLY
 Closing Date for Entries is
16th November 2023
 we will accept a
late Fee of \$50
 for any late entries

In regard to the organisation of Control Line events at the forthcoming West Wyalong Nationals in December/January, we are asking for volunteers to act as Co-ordinators for both the Speed and Racing events and also for the Combat events. These will need to be advised by the end of October, so that final details can be confirmed at the November meeting of CLAS.

Also, if those involved in Aerobatics could indicate their availability to assist in the running of the Aerobatics events, we would be most appreciative.

Would Club Secretaries please forward this to their members. Kind Regards, Joan McIntyre. Hon. Sec. CLAS

		<p align="center">2024 FAI F2 WORLD CHAMPIONSHIPS FOR CONTROL LINE MODEL AIRCRAFT For Seniors and Juniors in classes F2A F2B F2C F2D</p> <p align="center">Muncie, Indiana, USA</p> <p align="center">11-17 AUGUST 2024</p> <p align="center">EVENT PROGRAM</p>				
						
Sunday, August 4, 2024 – Friday, August 9, 2024		2024 United States National Championships "The NATs"				
Thursday, August 8, 2024 – Friday, August 9, 2024		Laird "Doc" Jackson Memorial WORLD CUP USA for F2-ACD				
Sunday, August 11, 2024		Arrivals of FAI Jury, Judges and Teams Registration of teams Meeting for Team Managers, Judges and Organizers				
Monday, August 12, 2024		Processing and Official Practice Opening Ceremony at airfield Meeting for Team Managers				
	F2A	F2B	F2C	F2D		
Tuesday, August 13, 2024	1 st round	1 st Qualifying day	1 st qualifying flight	Qualifying round		
Wednesday, August 14, 2024	2 nd round	2 nd Qualifying day	2 nd qualifying flight	Qualifying round		
Thursday, August 15, 2024	3 rd round	3 rd Qualifying day	3 rd qualifying flight	Elimination round		
Friday, August 16, 2024	Spare Day	Fly-off rounds	1 st semi-final	Elimination round		
Saturday, August 17, 2024	4 th round	Fly-off rounds	2 nd semi-final & final	Elimination & finals		
Sunday, August 18, 2024	Closing Ceremony & Banquet Departure					

Subscription Application.

11 monthly .PDF Copies of the Australian Control Line Newsletter can be emailed to subscribers for an annual fee of AU \$15.

Send your email address, payment and order to:-

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Fees for ACLN can also be paid by Bank Transfer.

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5655

For Sale

Taipan propellers in the following sizes available:

Flexible white nylon 7x6 \$2.20 each.
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7x4 & 7x6 left @ \$2.50 each
9x6 Black GF \$3.00 each
10x4 Black GF \$3.50 each
10x6 Black GF \$3.50 each
+ letter post or parcel post rates depending on size, weight & quantity ordered.

Pure, first pressing Castor Oil:

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

2.5 litre \$35 +3 kg satchel Auspost price
4.0 litre \$50 +5 kg satchel Auspost price
4.9 litre \$60 +5 kg satchel Auspost price

Pick up only 5lt castor oil price is \$60
Above prices inclusive of new container cost

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

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

PayPal "gift payments" accepted

Bank EFT deposits accepted.

Cash accepted.

PH Ken 0433 797 058 combtkid@hotmail.com

Andrews Pans.

Hi All,

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

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

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

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

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

After last month's update and photos of the available pans, I wanted to clarify some of the prices .

29 speed pan..... \$30

2cc speed pan....\$25

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

Rothwell style plate..... \$12

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

Andrew Nugent.

andrew.n5@bigpond.com

A few engines for sale.

Enya 049 reed valve F/F new in box	\$125
OS 15 111 C/L new in box	\$100
OS 15 C/L new in box	\$100
HGK 15 F/F new in box, no NVA	\$125
Cipolla 1.5 D looks new in box	\$90
MP Jet 06 D TBR used excellent in box	\$100
Super Tigre 29 FI F/F very good used in box	\$90
Owen 2.5 T new in box	\$ 475

Contact Wayne Wilson @ whyzedman@hotmail.com

Enya SS 15 DBBS NIB	\$250
EVO36 Stunt as new in box	\$150 ONO
David Murrell ddtmis@gmail.com	
0416236456 Coffs Harbour	

As some of you already know I have taken over the manufacturing of CL props for Supercool props.

Email me for any enquiries / orders

F2C , GY, Speed , Free Flight & other props available.

Contact Ian Thompson

iandthompson@msn.com mobile 0451085325

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

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

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

Sizes: 3/8"x3/8"

3/8"x1/2"

1/2"x1/2"

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

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

TCA Italian glow plugs in Australia.

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

TCA supply Luca Grossi the current F2A European champion.

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

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

email: ah Heath296@gmail.com

A.C.L.N. ADVERTISING

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

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

Wanted

Taipan MK V diesel any condition also any parts.

Contact Wayne Wilson whyzedman@hotmail.com

AUSTRALIAN CONTROL LINE NEWS

If undeliverable return to:-

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Seaford 3198

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