

THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 252

Produced by the Victorian Control Line Advisory Committee



May 2020

INSIDE THIS ISSUE

Contest Calendars.

Notices.

Golden Jubilee for the Series 70 Taipan 2.5cc
Diesel.

Vintage Stunt Covering.

Around the Clubs.

New Models.

For Sale and Wanted.

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 2020

DATE	EVENT	CLUB
May 3	CLAG flying day	Moe
May 17	Combined Speed , Coreflute Combat.	CLAMF
May 31	All-Aussie and Vintage Combat	KMAC
Jun 7	CLAG flying day	Moe
Jun 14	Classic FAI , Vintage A, ½ A Combat.	CLAMF
Jun 28	Rat Race	KMAC
Jul 5	CLAG flying day	Moe
Jul 7-15	The First West Wyalong National Championships.	
Jul 19	Combined Speed , Classic Stunt.	CLAMF
Jul 26	AGM and Warbirds	KMAC
Aug 2	CLAG flying day	Moe
Aug 2	Carrier Deck, 27 Goodyear.	CLAMF
Aug 10-15	C/L World Championships.	Poland
Aug 30	General club day	KMAC
Sep 6	CLAG flying day	Moe
Sep 13	Combined Speed , Vintage Combat.	CLAMF
Sep 27	General club day	KMAC
Oct 3-5	NSW State Championships for racing and speed.	Albury
Oct 4	CLAG flying day	Moe
Oct 5-6	Ringmaster Fly-a-thon	KMAC
Oct 18	Corflute Combat, F2B & Classic Stunt.	CLAMF
Oct 25	Doug's Vintage Stunt Day	KMAC
Nov 1	CLAG flying day	Moe
Nov 8	Combined Speed , Warbird Stunt and Nobler Stunt.	CLAMF
Nov 29	Monty Tyrell Classic Stunt	KMAC
Dec 6	CLAG flying day	Moe
Dec 13	Vintage A, Classic B, Classic FAI .	CLAMF
Dec 20	Club Day and Christmas Party	KMAC

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

CLAMF Frankston Flying Field, 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 or

Secretary:- Steve Vallve 04099 35358

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 :- Treasurer. Alan Frost

Email:- afrost2@skymesh.com.au

Phone:- 03 52817350

Queensland State Champs 3rd - 5th

October 2020

Saturday 3rd of October

Ipswich

9:30 2.5 Simple Rat

11.00 – 27 Goodyear, Brian Burke 500 Lap Final

1:30 2.5 Slow

4pm Open Combat

Sunday 4th October

Ipswich

9.30 Vintage A

11.00 Classic B

1.00 F2D Combat

Monday 5th October

Logan

9:30 Classic Fai

11:00 Open Rat

1pm Open Goodyear

Ipswich 14th November 2020

21 Bendix, Vintage Combat

Club Comps

Classii 12th December, Xmas Breakup. Vintage Combat



Send your articles for publication to Newsletter Editor

**Harry Bailey.
3 Bailey Place
Pakenham 3810
Victoria
Email:-**

hbailey@optusnet.com.au



COMING
EVENTS



COMING
EVENTS



C.L.A.S. CONTEST CALENDAR 2020

DATE	EVENT	CLUB
May 16-17	Veterans' Gathering.	MDMAS
June 6-8	NSW STATE CHAMPIONSHIPS. Aerobatics and Combat	CLAS. @ Whalan Reserve
Date TBA	Frank Bryant Warbirds Day.	MDMAS
Jul 5	KMFC AGM.	KMFC
Jul 7-15	NATIONALS. C/L and Free Flight. Details TBA.	West Wyalong
Jul 19	F2B Aerobatics.	Doonside at Whalan Reserve
Jul 26	F2B Aerobatics.	KMFC
Aug 9	Classic Stunt.	SAT Ashford Reserve, Milperra.
Aug 9	Peacemaker Day.	KMFC
Aug 28-30	Cowra Oily Hand Diesel Weekend.	Cowra
Sep 6	Slow and Vintage Combat.	KMFC
Sep 19-20	Classic B T/R and Fun Flying.	Rocky Rally
Sep 20	F2B Aerobatics.	SSME Luddenham
Sep 27	Gordon Burford Day.	KMFC
Oct 3-5	NSW STATE CHAMPIONSHIPS RACING and SPEED.	Twin Cities Albury
Oct 18	F2B Aerobatics.	SAT Ashford Reserve, Milperra.
Oct 25	Combined Speed and DGY.	SSME at Luddenham
Oct 25	Classic Stunt.	Doonside at Whalan Reserve
Nov 8	DGY, Speed(1.5 & 2.5)	Weatherman TR. KMFC
Nov 29	KMFC Christmas Party and Fun Fly.	KMFC
Dec 6	F2B Aerobatics.	Doonside. Whalan Reserve

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.

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.

DATE	EVENT	VENUE
May 3	Combined Speed	CLAW
May 9	Tarmac F2B	LUMEN CHRISTI
May 17	27 Team Race. (bring a team-racer day)	CLAW
May TBA	Indoor Night	LUMEN CHRISTI
May 23	Tarmac Day	LUMEN CHRISTI
May 30	State F2 - F2C Rounds 1,2 & 3 + Classic-FAI Rounds & Final	CLAW
May 31	State F2 - F2C Round 4 & FINAL + F2D	CLAW
Jun 1	State F2A - F2F rounds and Final	CLAW
Jun 6	State Vintage Stunt	LUMEN CHRISTI
Jun 13	Vintage Combat	CLAW
Jun 27	State F2B	LUMEN CHRISTI
Jun 5	Combined Speed	CLAW
Jun 18	Half "A" Combat	CLAW
Aug 8	Novice Stunt	LUMEN CHRISTI
Aug TBA	Indoor Night	LUMEN CHRISTI
Aug 23	Novice Vintage Combat	CLAW
Sep 12	Charlie Stone Remembrance Day	LUMEN CHRISTI
Sep 20	27 Team Race. (bring a team-racer day)	CLAW
Oct 4	Combined Speed	CLAW

SUBSCRIPTION APPLICATION

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Golden Jubilee for the Series 70 Taipan 2.5cc Diesel

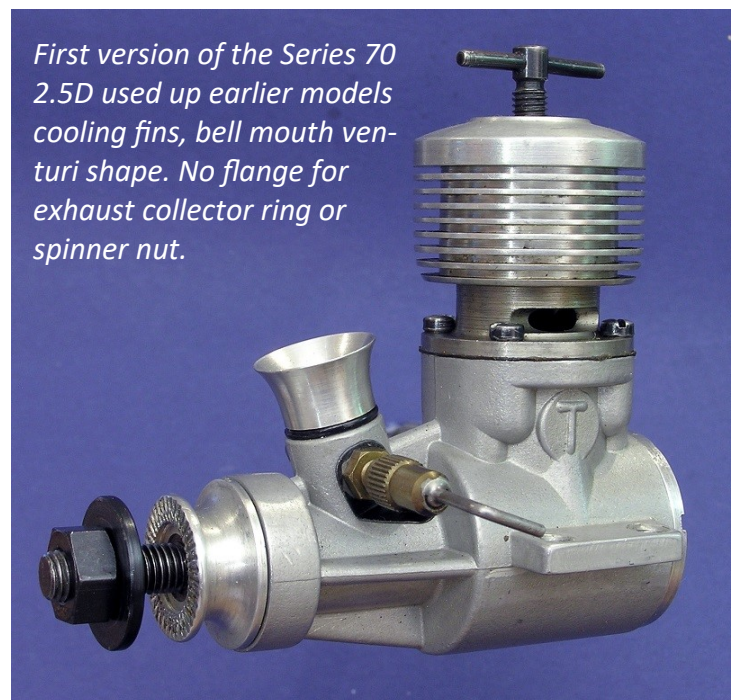
Strewth! 2020 marks fifty years since the Series 70 Taipan 2.5cc diesel was introduced. Time really does fly by sometimes. Actually, early examples appeared on hobby shop shelves late in 1969. Production continued to 1973, maybe early 1974, but was dropped as the new Schnuerle ported Taipan glowplug engines dominated the order books. It was the last 2.5cc diesel produced by Gordon Burford & Co. after a world-beating sequence of engines of this size and type going back to the original Sabre 250 in 1950. More than the Toyota Corolla, which has yet to reach its twelfth generation.

Aside from the uninspiring rear induction Mk 4 from 1959, which had single rear ball bearing on the crankshaft, all Burford 2.5Ds had plain crankshaft bearing, up to the Series 65 model. Solid quarter horsepower engines, suitable for the good range of trainer and sport model kits of the day. The change to sportier twin ball race specification from 1967 recast the Taipan 2.5D as the go-to choice for budding competition fliers.

The otherwise very good Series 67 model had problems with its pressed-in front bearing housing. Solved with the revised Series 68 model that had a conventional crankcase and shorter bore/stroke ratio. It won many fans, but an unfortunate choice of alloy led to frequent conrod failure when pushed hard. That model was one of Gordon Burford's favourites, partly because he didn't need to do much machining to make the crankshafts and cylinders. Alas, when the special Japanese 12mm I.D. bearings ran out, a replacement was needed.

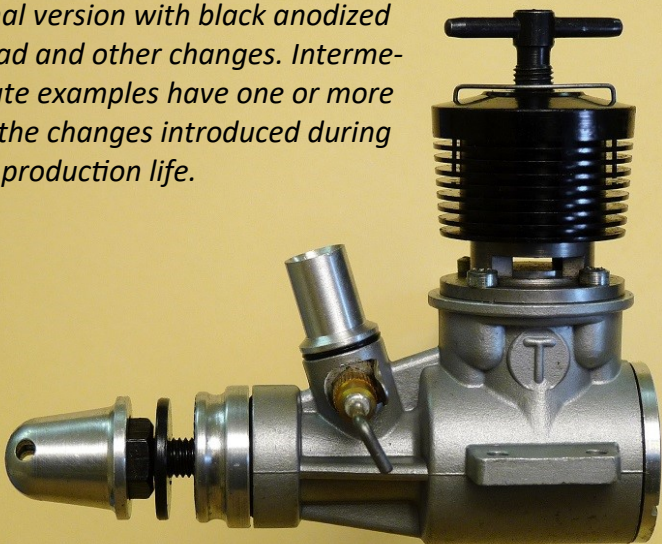
The Series 70 2.5D was a completely new design. Series 68 cylinder cooling fins and compression screws on the earliest examples simply used up existing parts stock. Bore/stroke reverted to the Series 67 specification. The three exhausts separated by three internal transfer flutes was dropped. Probably due to difficulty in maintaining cylinder bore roundness when honing. The new cylinder has reverse flow scavenging, with exhaust ports either side and steeply inclined front/rear transfers fed via bypass channels cast in the crankcase. Mounted via four screws through a generous flange below exhaust level. Similar to the Super Tigre G-30 D from the 1950's.

Main crankshaft journal is now 10mm diameter and overall design is big and solid, weighing a hefty 190 - 198g, depending on the version. Reflecting Gordon's assessment that his diesels were equivalent to a glowplug engine of the "next size up" and the Series 70 certainly flies models suited to a cross-flow ported 19 glo. But it was quite unsuitable in something like the popular Aero Flyte Taipan Trainer, which would then have flight and glide characteristics similar to the V-1 flying bomb.



First version of the Series 70 2.5D used up earlier models cooling fins, bell mouth venturi shape. No flange for exhaust collector ring or spinner nut.

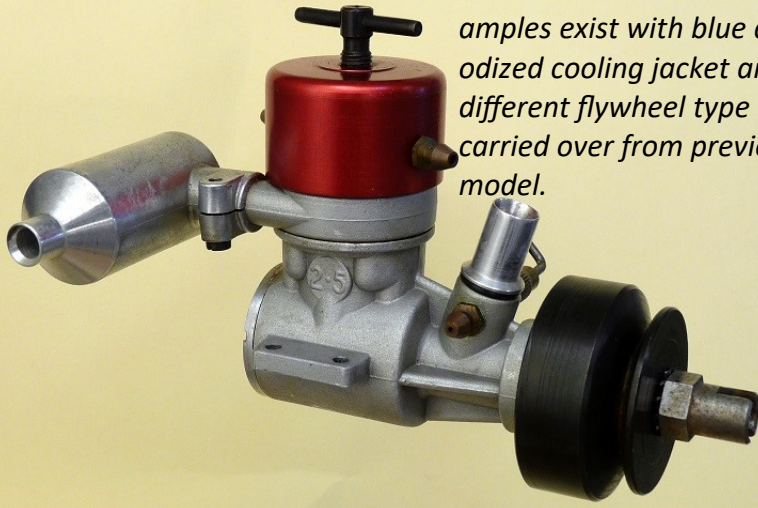
Final version with black anodized head and other changes. Intermediate examples have one or more of the changes introduced during its production life.



Various changes were made along the way. An early modification to the crankcase die added a flange at the cylinder mounting face, to act as a seat for the optional exhaust collector ring. Cylinder retaining screws tended to come loose, because of a radius where cylinder meets flange preventing secure tightening. Which led to stripped crankcase threads or broken screws. Eventually solved by spot-facing cylinders and upping screw size from 4-40 UNC to 5-40 UNC. A more solid prop driver replaced the original deeply scalloped type (which could ride back on the tapered crankshaft nose in a prang). The flared venturi insert gave way to a tall tubular design with smaller choke area for better fuel feed. Later crankshafts had counterbalanced webs. Less obvious was a second crankcase die modification that adding more metal in front of the rear ball bearing to overcome a tendency to crack there. And cylinder jackets from 1972 onwards were anodized black – in keeping

with the rest of the Taipan engine range. In 1971, there was a small experimental batch of a Schnuerle-ported variant.

Final marine version. Examples exist with blue anodized cooling jacket and different flywheel type carried over from previous model.



The marine version came with flywheel, exhaust ring and muffler, which could be oriented however desired. Early examples used up stock of the previous model's blue-anodized water jackets and flywheels. Later ones were anodized red and had the larger 1/4-32 threaded compression screw. All crankcases were threaded where the needle valve assembly goes through. Which might suppose that an R/C throttle (retained by grub screws) was intended. However, that was never a factory option. Engines with owner-fitted throttles have performed well, providing they have the earlier cylinder with thinner exhaust ports, so there is no sub-piston induction.

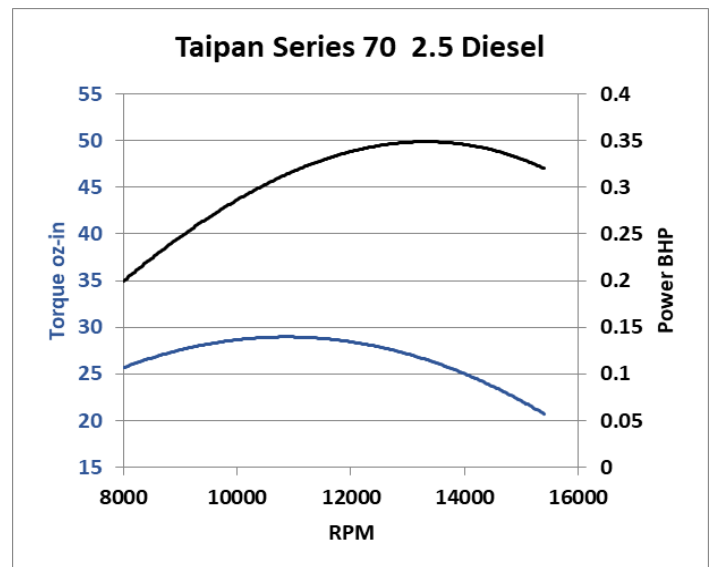
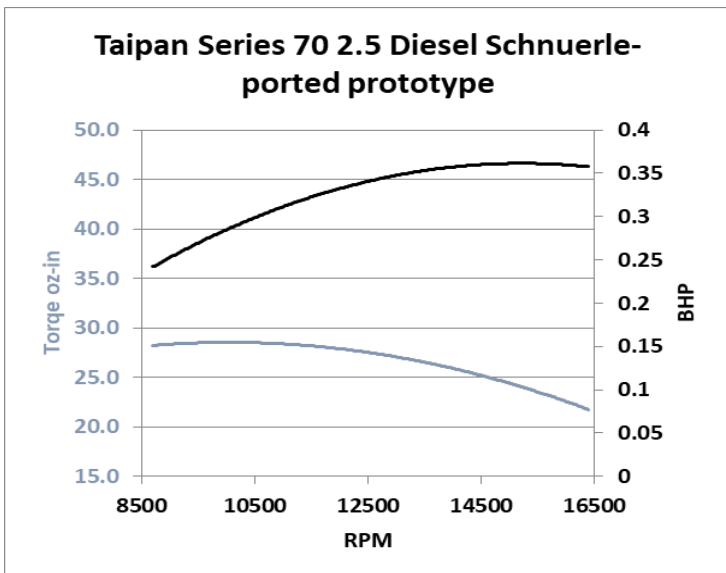
The Series 70 2.5Ds gave good service in Combat and Rat Racing models. Not as fast as a Super Tigre G-15 glow, but more reliable, long lasting and much easier to operate for a novice.

In hindsight, our own choice of those whizz-bang new Taipan 7x6 GRP propellers was not ideal. The Series 70 engine is not cut out for high speed running. Mainly because vibration then builds to unacceptable levels. Which is probably why the Schnuerle-ported experiments were abandoned. In our testing, despite Gordon's efforts to reduce reciprocating mass and improve balancing, vibration became unacceptable, just as the superior porting was showing potential gains. At least some good came from that with later production examples incorporating a few internal refinements.

Our performance curves of a late-production black head Series 70 tell the story. A relatively flat torque curve peaking broadly around 11,000 RPM at 29 oz-in before dropping off. Peak BHP of .35 comes at a relatively modest 13,000 RPM. An 8x6 or 9x4 propeller would be ideal, but a slightly larger prop would also be good where maximum torque is more important than top power output. Such as when flying a Top Flite Flite Streak. You might be surprised at how well it performs in this way. Our Schnuerle-ported experimental engine could do no better in the torque department. Its significant drop-off at higher RPM lifted BHP only marginally to .36 BHP at a somewhat faster 15,000 RPM and by 16,000 RPM vibration was alarmingly high.

The Series 70 2.5D was quite complex to make, which was reflected in its price. Significantly above the alternative OS or Enya 15's at that time. Yet going by the sums paid on Ebay for good examples, these Taipans are held in high regard, while contemporary sport 2.5cc glowplug engines fetch much less.

Propeller	Production engine	Schnuerle experimental
APC 10x4	10,000	10,300
APC 9x4	12,700	12,600
APC 8x4	14,800	15,200
APC 7x6	15,100	15,700





Dismantled experimental version shows Schnuerle ported cylinder and other modifications.

Taipan article and pictures by Maris Dislers.



New Models

A couple of new stunters from Peter White in W.A.

I finished the two models in the attached photos a couple of weeks ago.

I test flew them in mid-November and hung them up waiting for the colour trim which I've just got

around to doing. Both are for a Moki 51.

I had a fit of the lazies over the summer and didn't do anything apart from two or three days of half-hearted flying.



Flying activities may have been stopped for the time being but some people are taking the opportunity to use the stay at home time to get some model building done.

I am using some of my stay at home time to build a Vintage stunt "Demon" model from one of Duggie Grinham's kits. Ken Maier has built one of these models previously and I asked him if I could pick his brains on some aspects of the build that I had never had experience of before.

"I have built up the fuselage but I was beginning to think about what I should use for covering the wing and noted that there is not much to attach the covering to at the wing/fuselage joint. Did you put some extra sheeting on the wing at the centre section on yours so that you could stick the covering to it?"

"I would like the covering to look Vintage but am not sure what to use"

Here are Ken's replies.

It isn't easy to cover the "Demon" if you build the wing to the fuselage as shown on the plan.

If I ever build another "Demon", I might do it the conventional way & make a cut out on the fuselage & then slide the wing in after I have covered it.

Mine was covered in heavy weight red Modelspan tissue, doped & sealed with (the old formula) Dulux clear spray pack.

Light weight to medium weight silk would be my first covering choice or possibly lightweight nylon (I think nylon came out at midway through WW II so should be classed as a vintage covering.)

Both of the above mentioned covering materials would need to be applied wet (with the nylon requiring a longer soaking time to expand it & it is the more difficult to apply successfully of the 2)

If you have the wing already built into the fuselage, I would first cover it in polyester tissue & carefully attach the poly tissue at the centre rib on the outside of the fuselage using CA & then carefully draw it, rib bay by rib bay to the outer rib until you have it fairly even & glue it down potted with CA. Doing the wing tips is also very difficult & might require 2 pieces per wing tip side as it is quite a curve.

I purchased a few metres of poly tissue, some years ago now, from the competition balsa wood guy, Peter Lloyd (Pelaero) located in Greensborough VIC (Ph. 9435 9042) The polyester tissue I am referring to is a tissue type weave. It is very light weight & has an appearance that looks very similar to US made Silkspan tissue.

It is also smoother on one side which has to face up.

Do NOT glue the 2, plywood lead-out / line guides until after you have covered the inboard wing otherwise you will really regret doing so.

The poly tissue can be heat shrunk using a very low heat setting on either an iron with a cotton handkerchief fixed around the base or a heat gun / hair dryer, but again, try not to use too much heat.

After the poly tissue is on nice & taut give it a few coats of thinned dope.

Be careful sanding poly tissue as it is very easy to rub through it - use around 800 wet or dry paper.

Now you can apply a layer of wet strength lightweight (coloured tissue if you are lucky enough to have some old stocks hoarded away) modelspan or silkspan modelling tissue, pre dampened - i.e. applied wet, over the top of the poly tissue but only apply dope around the outer perimeter of the wing bay including that thin, "3/16" or 1/4" inner rib (use a spray atomiser to moisten the tissue). When it dries fully, it will have shrunk tight.

Use extra thinned dope brushed over the wing to seal the tissue paper to the poly tissue & try to brush out any trapped air between the poly & paper tissue layer.

Note: If you can't get proper dope thinners, use SCA acrylic lacquer thinners available from Supercheap Auto, Dulon AAA acrylic thinners or Sceney's Xylene from Bunnings - try to avoid using acetone to thin the dope as it will absorb moisture, go milky & ruin everything.

If you can do this successfully, you will end up with a very strong covering that looks the same as a tissue job which is both super rigid & virtually puncture proof.

I have a Fox .35 powered "Ringmaster S1" that I have flown in vintage stunt comps for over 6 years now done in poly tissue base with lightweight orange coloured silkspan over the top, sealed with the old formula Dulux clear (unavailable now) & it has yet to show a split or tear after many hours of airtime. The covering is still drum tight. The weight added to the airframe would be comparable to a plastic film finish. The rigidity is 5 fold.

Ken



With no flying taking place at the CLAMF field there is no shortage of action behind the workshop doors.



I was thinking for a while about building a mini version of Mark Ellins's "Classic Yatsenko" aerobatics model. Then I found out that Steve Walton from WA had beaten me to it and built one for himself. Steve had sent a copy of his "Rustler" plan drawings to Murray Wilson but the outlines are very feint and copies are not suitable for reproduction in this newsletter. Murray has built a "Rustler" version of the model and Mark Ellins has built a mixture of Steve's design and a Yatsenko.

So during the lockdown I have been building my mini version based on measurements taken from Marks model. Built literally from left-overs from my "Caprice" stunt model it's a bit heavy and looks OK from 6ft away. The wing was built in a Brodak wing jig supplied by Neil "Nobby" Baker.

It will be powered by an OS 15 Max. Covering was done in leftover heat shrink plastic from my "Caprice" and painted in Rustolium spray can from Bunnings.

These models will be for a very layback stunt event to be held when the fields are open again.

Might also have a postal comp with Steve in WA,

I flew the mini "Yat" today 18/04/20 at the local baseball field. It flew and went really well. Nice and smooth. I had the handle geared down, but I will go to the high gearing next time. Really happy that something I copied the design for is close to "right" first time out,

Regards to all,
Andrew Nugent.

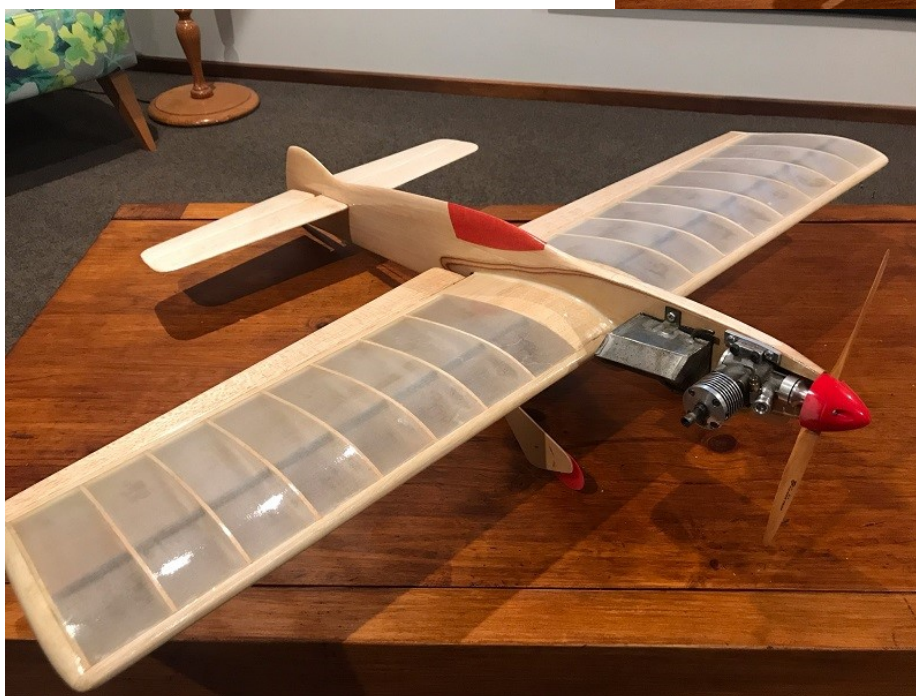




This green version of the "Mini Yat" was built by Mark Ellins.

We will have to wait and see what Mark intends to use for a power plant.

Murray Wilson has gone for the clear finish look on his "Rustler"



An Oliver Tiger will be the driving force.

For Sale

I am selling off engines from the estate of the late Ross Boyd, for his widows benefit. Can you please advertise these:

Johnson 35, Stunt Supreme, excellent, in box	\$200.00
Enya 15D, Mk II, very good	\$200.00
Rivers Silver Streak, Mk 2, 2.5 cc, excellent	\$200.00
Rivers Silver Arrow, 3.5 cc, NIB, with decals	\$250.00
Cox Olympic, very good (in tatty box)	\$350.00
E.D. Racer Mk2, very good (spinner anodizing gone)	\$125.00
Webra Mach 1, excellent	\$250.00

Regards Ian Smith
Tel:- 02 4975 2292

Speed pans for sale. 2cc size (\$25) and 21 size. (\$30)
Also small amount of Nelson type T/R pans. (\$25)
All pans in the "as cast" state. Not finished.
Andrew Nugent. andrew.n5@bigpond.com

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Mobile 0402 295 370

For Sale.
38µ (micron) Mylar laminating film (heat activated adhesive).
Suitable for C/L combat models, great for F/F models.
Even better with tissue doped over it for a 'vintage look'
This is very close to the 'Oz Cover' that was sold by Saturn Hobbies many years ago.
1m x 5m \$20 + postage at cost.

feraldoghunter@gmail.com
Danny Mz mob # 0477224751

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24-hour Araldite in 1kg industrial pack - \$70 (includes delivery in Australia)

Fast-set Araldite in 1kg industrial pack - \$70 (includes delivery in Australia)

Contact: Tony Caselli 0419006571,
heathton@bigpond.net.au

I can now produce wings and tailplanes that are shaped on a Computer Numerically Controlled (CNC) router and can be any planform and shaped with any section although I have my favourites. The finish and accuracy of these products has to be seen to be believed.

They have laminated leading edge and reinforced front panel on the outboard wing for catching.

Internal control grooves and bellcrank assembly are also part of the package. They are ready for glassing as supplied. A shut-off actuator can be supplied as part of bellcrank assembly if required.

I can also supply spruce for leading/trailing edge etc. cut to any section size.

I can be contacted via Facebook or

Mobile 0404205562

Ray Harvey

Viko F2E RTF models X 2	\$110.00 each
F2D RTF lines	\$13.00
F2D engine mounts with bolts	\$30.00 pair
Line reels 153mm Dia	\$10.00
F2D handles	\$35.00
Bladders F2D	\$5.00
Straight engine mounts F2E & 1/2 A	\$30.00
Fora tool x1	\$30.00
Taipan propellers	\$4.50 each
Combat Streamers	\$2.00 each
2" Taipan Racing Wheels	\$10.00 each
1" thick Mylar Tape	\$5.00 each

Postage not included in above pricings.
Contact:- Greg Nelson 0435757710.

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.

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

Cost \$4 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: aheath296@gmail.com

Taipan propellers in the following sizes available:

Flexible white nylon 7x6 \$2.20 each.

Small number of black (Glass Filled)

7x4 & 7x6 left @ \$2.50 each

9x6 Black GF \$3.00 each

10x4 Black GF \$3.50 each

10x6 Black GF \$3.50 each

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

Pure, first pressing Castor Oil:

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

2.5 litre \$35 +3 kg satchel Auspost price

4.0 litre \$50 +5 kg satchel Auspost price

4.9 litre \$60 +5 kg satchel Auspost price

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

Above prices inclusive of new container cost

Premixed Diesel fuel in new 500 ml & 1 lt 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



Fora Junior engines.

\$230

Cyclon Jak 1.5cc with tool

\$410

Taipan propellers.

Flexible nylon (combat) 7x4,

7x6, 7x6E, 8x4, 8x4E, 8x6.

Hard plastic. 7x6, 9x4 & 9x6. 10x4, 10x6

All props.

\$4.50 each.

(New) Taipan Metal Handle/Reel.

\$69.00 each

Taipan free flight tanks including

a free propeller of choice.

\$20.00

Combat Handles.F2D,F2E, Vintage Combat. \$35.00

Lines RTF

\$13.00

taipanprop@gmail.com

Contact:- Greg Nelson 0435757710.



Super Tigre

X29 crank case new

X29 crank shaft new

G21/29 factory ex elbow new

G21/29 venturi RV new

X40 P/L new

X40 rotor and pin new

X40 P/L X3 needs to have pistons sized

\$150 the lot posted

MVVS GRRT 40 P/L X2 new

\$50 posted

Rossi 15 plugs new

8x #4

7x#3

\$30 posted

VA .049 Mk 1

new in box with instructions

\$100 posted

AME .8 X2

\$100 posted

Profi 049 new.

Has spare p/l and rod new

\$175 posted

OS 40 LA blue c/l new.

Has kirncraft n/v assy new in box

\$125 posted

OS 46 LA silver.

Both r/c and c/l kits new in box

\$125 posted

Take both 40&46 LAs

\$225 posted

Inquiries Wayne Wilson whyzedman@hotmail.com

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Vic

SURFACE

MAIL

It is with great disappointment that I inform our members that the 1st West Wyalong National Championships have been postponed to 2021 due to Covid 19.

Unfortunately with the current restrictions in place, we were left with no other choice but to cancel this year's event.

Despite this, we are excited to be able to bring you this thrilling aeromodelling event to West Wyalong next year.

Neil Tank

MAAA President



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 (G 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"

Printed by Digital Reprographics Pty Ltd.
Shop 2. 415 Nepean Highway.
Frankston Vic 3199