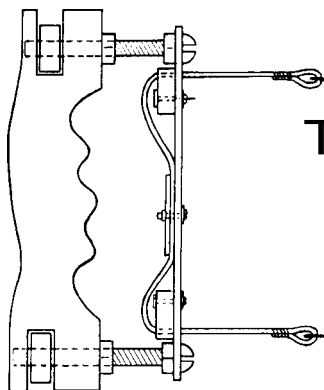


\$2.00



# THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 128

Produced by the Victorian Control Line Advisory Committee



December 2008  
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**Copy Deadline for next issue is:  
Wednesday January 14th 2009  
PRODUCTION SPECIFICATIONS**

Please remember when submitting copy that if you have access to a PC, or suitable typewriter you can save me retyping by giving me your items pre typed, and please use a good black ribbon for best reproduction.

**Best of all is to send a CD or use Email**

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

Email address:- [hbailey@optusnet.com.au](mailto:hbailey@optusnet.com.au)



## COMING EVENTS



## COMING EVENTS



### C.L.A.S. (NEW SOUTH WALES) CONTEST CALENDAR 2008

#### VICTORIAN CONTROL LINE CONTEST CALENDAR

Dec- 7	<b>Goodyear, Mini Goodyear</b> Nationals practice	CLAMF
Dec-14	<b>Speed, F2C Team Race,</b> Nationals Practice	CLAMF

**Sun Dec 28 - Sat Jan 3 2009.**

#### 62nd MAAA Nationals at Albury NSW.

Jan- 11	Clag Flying Day (Interstate Visitors)	Moe
Jan-25	KMAC Club Day	KMAC
Feb- 1	Clag Flying Day`	Moe
Feb- 8	<b>Speed.</b> Navy Carrier, Vintage Combat	CLAMF
Feb- 22	Vintage A, Classic B.	KMAC
Mar- 1	Diesel Day	Moe
Mar- 7th-9th	<b>South Australian State Championships</b> Murray Bridge/Callington	
Mar-15	<b>F2C Team Race, Goodyear, Mini Goodyear,</b> Vintage Stunt.	CLAMF
Mar-22	Hearns Trophy for Vintage Stunt.	KMAC
Mar-29	Combined Speed	KMAC
Apr-5	Clag Flying Day	Moe
Apr-10,11,12	<b>Victorian Control Line State Championships</b>	

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), 10.00am start

Contact :- G. Wilson (03) 9786 8153,  
H. Bailey (03) 9543 2259

Email :- [CLAMF@ozemail.com.au](mailto: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 :- Ken Taylor (03) 97380525  
John Goodge (03) 9761 7793  
Email :- [johnnogo@bigpond.com.au](mailto:johnnogo@bigpond.com.au)

**CLAG** Contact :- Graham Keene  
Email :- [gkeene@wideband.net.au](mailto:gkeene@wideband.net.au)  
Details of venues can be found on web site  
[www.clagonline.org.au](http://www.clagonline.org.au)

**Brimbank Falcons** Stadium Drive, Keilor Park Recreation  
Reserve, Keilor. (Melways ref 15 C 5). Regular flying day  
3rd Sunday of each month 10.30am.

BFCLMAC club secretary is Mathew Shears.  
Email: "Mathew Shears" [matshears@aapt.net.au](mailto:matshears@aapt.net.au)  
Ph home 03 5472 3881 Mobile 0432 491 794  
The newly elected club president is  
Alan Mattheison-Harrison  
email: [adharrison5@bigpond.com](mailto:adharrison5@bigpond.com)

DATE	EVENT	CLUB
Sun Dec 7	F2B Aerobatics	Doonside. Venue TBA
Sun Dec 14	Christmas Party and Fun Fly. ( KMFC 50th Anniversary.)	KMFC

**Sun Dec 28 - Sat Jan 3 2009.**

**62nd MAAA Nationals at Albury NSW.**

**Jan.2009 CLAS. ( Details to be advised )**  
**CLAS. CITY OF SYDNEY CHAMPIONSHIPS**

<b>KMFC -</b>	(Ku-ring-gai Model Flying Club) - St. Ives Showground, Mona Vale Rd, St. Ives.
<b>NACA -</b>	(Northern Area Contest Aeromodellers) - Gateshead H.S., Pacific Hwy, Gateshead.
<b>REMAC -</b>	(Ryde Epping Model Aero Club) -
<b>SAT-</b>	(Sydney Aeromodelling Team) - Kelso Park North, Henry Lawson Dr. Panania.
<b>SSME -</b>	(Sydney Society of Model Engineers) - Model Park, Luddenham Rd, Luddenham.
<b>MDMAS -</b>	(Muswellbrook District Model Aero Sports Inc.) - Mitchell Hill Field, New England Hwy, Muswellbrook

**DOONSIDE-** Details of venue TBA.



### Adelaide Aeromodellers Club

#### 2008 Events Calendar

6. *Peacemaker / FliteStreak Stunt # 2 December 6<sup>th</sup>*
7. *Monthly Stunt Clinics: F2B, Vintage & Classic*

*Provisional dates: **December 20<sup>th</sup>**.  
Dates may change depending on demand and weather.  
These are not contests, but will cover coaching and  
judging by your 'peers' in simulated contest conditions.*

#### *Notes:*


1. *All days are Saturdays, dates are provisional*
2. *Start time of all competitions is 11.00 am. Practice  
from 10.00am*
3. *All events to be held at the AAC field, Unley Rd  
City opposite BMX Park*
4. *All entrants must be MASA members and show  
their FAI licence*
5. *Safety straps required on all handles in all events.*
6. *Mufflers mandatory on all glow motors 2.5cc and  
above*

**For more info contact Peter Anglberger, tel 8264**


## Western Australia Contest Calendar 2009

May 9 W.A. State Champs for F2B at Lumin Christie Field  
Jun 13-14 W.A. State Champs F2C at Whiteman Park

THESE TWO EVENTS ARE FOR W/CHAMPS QUALIFYING



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Fax 9775 1018




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Fax	(03) 9540 0609
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Email	enquiries@bechborge.com

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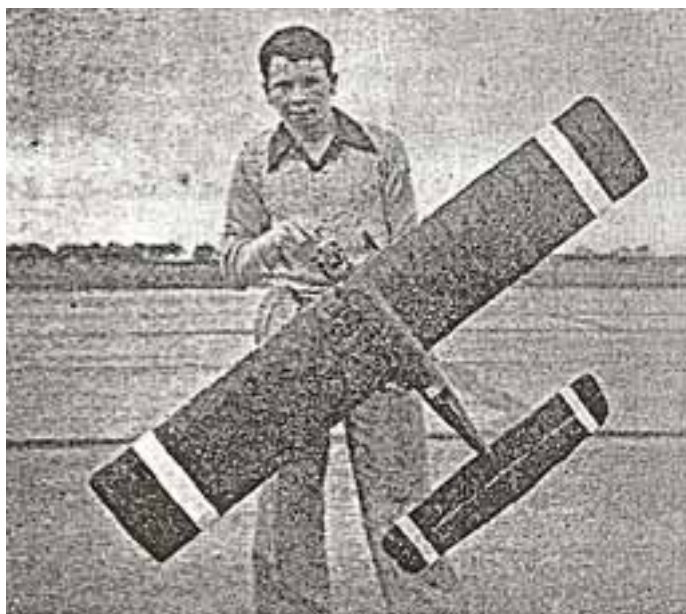
& RSM



For further information & details go the website or contact Shane Adams on 0438556998.



## In memory of Derry (Geoff) Brown.



Derry was one of the first great stunt flyers in Australia in the early fifties. Derry won many championships and titles, he was a great mate of Monty Tyrrell and they travelled overseas in the early fifties entering many contests and displays with their huge stunter (for those days) using their McCoy 60's and Anderson Spitfires.

They put Australia on the control-line world stunt map.

When Merco motors came to Australia, Monty and Derry turned up with enlarged Veco Chiefs (orange and white checkers) using Merco 35's and they finished well up the list.

Yes, Derry was a great flyer and he greatly influenced control-line's early history.

He was a member of many clubs including KMAC and we should not forget his contribution to all forms of modelling.

Derry, after a long illness, passed away on the 6th of November.

Rest in peace Derry.

Ken Taylor  
President KMAC.

## Vintage Team Race at KMFC

The Kuring-gai club in Sydney had its best vintage day in years on November 16.

The wind was a bit dodgy at times, but fliers came from everywhere for a good day's racing.

There were ten planes fronted up for vintage A—the best number in NSW for quite some time.

First event was 1/2 A with four teams. All put in

respectable heat times but Greg Ardill/Ray Fairall were the unlucky ones to miss out on a finals spot.

Everyone re-tuned to get the range for a two-stop final. Grant Potter/ Ray Harvey went too lean and lost speed, Peter Camps/Stan Pilgrim didn't go far enough and three-stopped it, while Andy Kerr/John Nolan got it right and won by just over a second.

I don't know whether Andy's grin was so big because:

- a) he won;
- b) he beat the world champ; or
- c) he did it with a lowly PAW.

Vintage A was next, run in two divisions, with the 4 minute mark being the rough demarcation.

In 2nd division: Walter Bolliger/John Goodwin has formed a very keen team but is being held back with a couple of planes that have been repaired too many times to fly well. Wally has made a beautiful start on a couple of models of his own and this will be a good team when they are finished. New CLAS President Peter Norrie has teamed up with experienced racer Robert Owen, and it can only be good for racing in this state to have someone at the top of the controlling body who has an interest in, and understanding of racing. Peter certainly seems to enjoy this departure from his usual combat.

To the final: Ardill/Fairall had first choice which was a plus because the wind was at its worst by now.

Well into the race they appeared to be well ahead, but a wind affected take off by central coast pilot Phil Poole brought everyone down. The Poole/Fisher model was wrecked; Ardill/Fairall was out, so Neil Thomas/Peter Chilton from SSME limped on to take the money.

In 1st division: first of all—welcome back Graham Patterson from Coffs Harbour. It's a long way to travel but everyone was glad to see you after a long break from the sport. Patto, with Andrew Heath as mechanic put in a very good comeback performance, but didn't quite make the final.

In a nice clean race despite the wind Richard Justic/Andy Kerr won from Potter/Harvey and Camps/Pilgrim.

There were three planes entered for vintage B but this was reduced to two when your humble reporter stuck a finger in the prop big time while tuning. So Patterson/Heath fought it out with Thomas/Chilton. Poor range slowed Neil and Peter down, but they proved reliable and took first place when Patto retired with mechanical troubles.

Looking forward to next year with more Vintage B's.



*A couple of John Nolan's B racers*





Graham Pattersons lovely Voodoo MK 1



Peter Chilton with his Classic and Vintage B plus his Vintage A

HEATS I HEATS II - NOL			
1/2 A			
③ POTTER/HARVEY	4:09.97		10:33.13
③ CAMPS/PILGRIM	4:26.50	4:8.19	8:44.25
③ BULLOCK/FAIRALL	4:27.31	5:14.75	
① KERR/NOLAN	4:15.31		8:43:18
PAW!!			
A - DIV 2			
① THOMAS/CHILTON	4:45.16	4:39.15	10:28.37
③ POOLE/FISHER	5:41.05	4:46.00	10:61
③ BOLLY/SCODY	18 laps	DNF	
③ OWEN/NORRIE	5:20.84	10 Laps	
② HADILL/FAIRALL	5:17.50	4:17:16	134.1
DIV 1			
① PATTO/HEATH	3:41.91	3:31.78	
① JUSTIN/KERR	3:25.50	3:19.46	6:57.81
③ CAMPS/PILGRIM	3:23.38	3:28.84	7:24.41
② POTTER/HARVEY	3:20.18	3:10.88	7:05:69
VIN B			
② PATTO/HEATH			101.1
① THOMAS/CHILTON			11.58

Race times for the day

## Visitor from overseas.

Visiting British modeller Tom Millar was a guest at the Frankston club flying field on Sunday, Nov. 16th.



He is shown here with the Hallowell/Baker R250 Pluto during a test session. Tom later had a fly of the Pluto and gave it the thumbs up with its 19.3/10 for 48 laps test performance. He also helped as Neil and I test flew and tuned some of the Classic B fleet. Harry Bailey also was testing some of his B Class racers.



Tom is a very experienced British Nats winning race pilot who at age 71 is still grabbing the handle with the best of them. Tom completed the Wharfedale 1000 lap B Class race last month and finished in a credible fourth place. The race was won by Duncan Bainbridge and Mick Orchard.

Duncan has arrived back in Oz to live so he will have a few weeks to prepare for his first Aussie Nats for many a long year.

John Hallowell.  
1984.

Report by  
John Nolan for KMFC.  
Pictures by Humphrey and John Goodwin

Subscribers are reminded that they can receive Australian Control line News by email at no extra cost. This option would allow you to view the pictures in colour as soon as it is ready to be sent to the printers for publication. If you would like to use this option just make a request to the Editor by email.



# Classic Racers

For some time now plans have been hatching in England to race models of the style that were used between the “Vintage Team Race” years and those of the modern F2C models. The Barton Club in Manchester is promoting what it calls Barton 15. Their intention is to have a single engine formula class using models of the style and era similar to those pictured below.

*Thanks to the The Barton Forum and John Bowman for allowing use of these pictures.*



*Dick Place with “Supa Nova”*



*Geoff and Harry Walker with  
“Long John” and “Jeffenova”*



*Harry Walkers “Orion”*

The Barton Club activities have not gone un-noticed here in Australia and some flyers have expressed a desire to fly some of these classic style models.

In Western Australia this has already happened with a few models having been built tested and raced.

Some modellers in other States have shown an interest in this class of model and are keen to see them in the air but rules do not exist as yet. Some interested parties from around the country have put their minds to work on formulating a set of rules so that construction guidelines can be uniform for the whole country.

A main cause for discussion in England has been around which engine to use as the intention there is to have a one engine class similar to Barton B. (Barton B models must use an un-modified Irvine 25). They have settled on the intended use of an unmodified Fora junior. This is a reasonably priced quality engine (70 GBP) and is available through Ken Miles in England. Ken can be contacted at [kenmilesf2d@hotmail.com](mailto:kenmilesf2d@hotmail.com)

The rules that have been formulated for here in Australia have taken into account the fact that some models are already in use here with various engines so a list of approved engines has been drawn up.

## **Draft rules for Australian Classic FAI Team Race**

The aim of Australian Classic FAI team race is to re-create FAI team racing as it was before 1970, when in the eyes of many people, models were more beautiful, less expensive, and flew over grass at speeds most people can cope with. Current FAI team race F2C rules therefore apply except as follows:

### **4.3.2**

A team racing site may have a short grass or hard surface. Where the surface is grass, the circles marked on the ground may be simplified by making them all the same colour, and by eliminating the broken line “safety circle” at 19.1m.

### **4.3.3**

The choice of models designed before 1970 is encouraged, and such designs may be modified provided all other provisions of these rules are met. “Own design” and designs never before published are allowed.

Asymmetry in the plan view is limited to a maximum of 15mm. V tails shallow or steep angled are permitted. “Pod and boom” and flying wing designs are not permitted: for the purposes of these rules, “pod and boom” is defined as a fuselage shape in which the cross section at the location of the wing trailing edge has maximum dimensions of less than 75mm X 25mm.

Construction materials for models are unrestricted, except for the following which are not allowed: components such as wings or fuselage moulded from carbon fibre, all-metal wings. Aluminium or Magnesium pans are allowed.

Models need to be designed and constructed in such a manner as to be in the spirit of the rules.

### **4.3.4**

(a) There is no restriction on exhaust outlets.

Engines are limited to the following:  
Oliver Tiger (any model up to Mk4, original or copy ),  
Fora Junior,  
ST G20 diesel,  
ST20/15RV Diesel,  
MVVS (any model),  
ETA 15,  
TAIPAN up to series 13 Diesel.  
Other engines may be approved upon request.

Modifications allowed to engines are limited to the following:

- 1) Modifications the owner can perform himself with hand-tools.
- 2) "Blueprinting" within original factory specifications.
- 3) Rejuvenating worn engines within original factory specifications.
- 4) Fitment of a spinner or spinner-nut

(c) Total maximum weight is 600g

(g) Maximum fuel permitted: 10 cc

(l) Landing gear must not be retractable. Mono wheel is permitted.

(n) Pressurized refuelling systems other than a hand held squeeze bottle are not permitted.

(o) An effective engine-stopping device is recommended but is not compulsory. Promotors of individual races may choose to disallow the use of engine-stopping devices for pitstops, and to apply a time penalty for their use, provided reasonable advance notice is given to all competitors of this decision.

(y) Internal connection of control lines is permitted.

(z) Propellers are limited to commercially available nylon or GRP propellers. Propellers may be reduced in diameter or area over the outer half of each blade, but must not be thinned. Graupner or APC 7"x6" are suggested as a good starting point. Carbon fibre or glass fibre props are prohibited.

4.3.5 (b) - Minimum diameter of control lines is 0.3mm with no minus tolerance allowed, for either stranded or solid line construction.

Stranded lines are recommended as being more durable.

The use of line groupers attached to the wing tip are not permitted.

The round, diecast control handle/reels commonly used in Australia before 1970 are permitted.

4.3.7 (a) One to three timekeepers are assigned to each team.

4.3.7 (f) Pilots may employ a more relaxed flying style by positioning their controlling hand forward of the vertical line between the middle of the chest and the top of the forehead.

4.3.9 - At each warning the chief judge (or, if there is no chief judge, the Contest Director) shall notify the mechanic of the team concerned.

4.3.9 (k) A team shall be eliminated from a race if the mechanic steps into the flight circle with both feet. The mechanic may reach into the flight circle to retrieve a model provided at least one of his feet remain outside the flight circle.

4.3.11 - International Team Classification is not applicable to this event.

4.3.12 - The number of timekeepers appointed may be reduced to one per team. The number of judges may be reduced to one, or the duties of judges be transferred to the Contest Director (called a Circle Marshall in FAI rules) depending on availability of suitable race officials.

*This photo was obtained from Terry McDonald. It shows a modern British copy of Neri Bernard's "Startiger".*

*West Australian Hans Bertina campaigned one of these models in Victoria with conspicuous success way back in 1965, in one weekend winning the Western District Champs AND the State Champs for FAI team racing. Hans' model had replaced the original two-wheeled landing gear with a monowheel.*

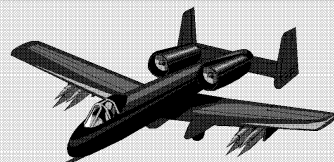
*"Timepiece" built by Steve Walton.*







# CONTEST RESULTS



Combined Speed, Aussie A T/R and Simple Rat Race at Frankston 09/11/2008

Pos	Name	Engine	Flight 1	Flight 2	Flight 3	Fastest	Km/h	%
1	J.Hallowell	Vintage Proto OS 25 FP	33.19	D.N.S.	D.N.S.	33.19	174.56	92.68%
2	N Wake	Class 1 Nova Rossi 12	15.56	14.98		14.98	240.32	92.52%
3	A.Nugent	Class 1 Nova Rossi 12	N.E.L.	16.26	16.44	16.26	221.40	85.24%
4	N Wake	Class 2 OS 30VG	11.81	N.E.L.	11.81	11.81	245.29	84.67%
5	H Bailey	Class 1 OS CZ11 PS	18.63	17.79	D.N.S.	17.79	202.36	77.91%
6	V Marquet	Vintage Proto Enya 30 ss	39.68	d.n.s.	d.n.s.	39.68	146.01	77.52%
7	N Wake	Vintage Proto Magnum 25	N.E.L.	41.71	44.52	41.71	138.90	73.75%
8	V Marquet	Class 1 Asp 12	21.41			21.41	168.15	64.74%

Another good entry for speed again with a full days flying, this time we had 6 PERKY, with the fastest time of the day went to new guy Mick Lewis, I only test flew it before the event, and then he had 3 flights in the pylon. WHO said speed was hard, he had never flown on hard surface before, mostly combat and sport models. Winner of average time of day was Andrew Nugent, who normally is the fast one, but rust in tank slowed him. I only flew Perky as I put my back out on Saturday [again] so did not want to aggravate it flying fast ones ,plus kneeling down ,so ran event.

Noel flew his new class 2 OS 30 vg truck motor on monoline, went well for first day.

As usual thanks to RON SAVAGE for time keeping all day and VERN for helping everyone as usual, without being asked. Our next SPEED DAY is December 14th, this is the week after clam normal comp day, as it is also Nats practice we should get early start [don't we always?] Would be good to have the club shade GAZEBO'S.

Thanks to all who flew.

Robin



Left:- Noel Wake starts up a "Perky" for its speed run.

Right:- Two "Footprints" with Taipan power



Aussie A T/R	Rd 1	Rd 2	Final	Engine/Model
1. M.Ellins/K.Hunting	4:21.06	3:58.22	8:08.41	Taipan/Footprint
2. J.Hallowell/M.Wilson	5:25.93	4:02.50	8:48.59	OS 15 FP/Voodoo
3. H.Bailey/P.Roberts	7:18.69	nf 48	dns	Taipan/Footprint

Simple Rat Race	Final	Engine
1. G.Wilson/M.Wilson	203 laps	OS 15 FP
2. H.Bailey/P.Roberts	193 laps	OS 15 FP
3. M.Ellins/K.Hunting	171 laps	OS 15 FP

Ken Hunting with his Simple Rat model.







*John Hallowell with his O.S. 15 powered "Voodoo"*



*Aussie A team racing action.*

## **Proposals for MAAA Control Line Rules Changes.**

*Debate on the following Control Line rules changes is being co-ordinated through the State representatives of the MAAA C/L subcommittee, with final proposals to be submitted for consideration at the next MAAA National Conference held in May 2009.*

### **Vintage A Team Race**

Increase control line length to 15.92m, and reduce the number of laps in heats and finals to maintain a total race distance equivalent to that used currently.  
Clarify where the fuselage cross section should be measured.

### **Classic B Team Race**

Clarify engine rules, confirming that pre-1961 motors and later plain-bearing motors up to .30cu in are permitted (as was always the intent)  
Expand the list of eligible engines to include certain specific "sport" type ball-raced .25 size motors.

### **Open Combat**

Ban handles with protruding knobs and fittings that could snag the opponent's lines.

### **Classic Stunt**

Adopt a later cut-off date for designs (pre-1970)  
Mandate a requirement for published plans as evidence of a model's eligibility.  
Provide more specific descriptions of how the manoeuvres are to be performed (specifying "lazy" style figure eights)

### **Vintage Stunt**

Provide more specific descriptions of how the manoeuvres are to be performed.  
Clarify allowable modifications to model design for engine/muffler fitment, positioning and gearing of leadouts and controls  
Introduce guidelines for scoring during static judging to assist in cases where "modern" items such as wheels, spinners and heat-shrink covering are used

### **Combined Speed / Jet Speed**

Stipulate that an entrant can only qualify for a single trophy in an event, even if they have entered in multiple classes and their performances in different classes has placed them in the trophy positions multiple times.

### **Vintage Combat**

Although it is not a formal proposal for this upcoming MAAA conference, there is a suggestion that a nationally consistent set of rules for Vintage Combat should be developed for adoption as a National class in the future.

*If you wish to express an opinion on any of these proposals please contact your C/L State delegate.*



## Hearns Trophy

### Vintage Stunt event

To be held at the Knox flying field on  
Sunday the 22nd of March 2009  
All models to be on the flight line by 10 am

Model and Engine age points only  
to apply

Any queries contact John Goodge  
0439 972 006

Here are some pictures of USA racer Ron  
Duly's latest US Rules Classic B racer.



Ron will be in  
Melbourne on  
Tuesday Dec. 9  
and I hope to  
catch up with him  
then.

J. Hallowell



Ron writes.

35-38 LAPS - 14.75 for seven laps is the best  
we've seen using 10-10-10 fuel. We played  
around with mileage fuel but found regular fuel  
was easier to set and re-start. We have Webra  
25 and 28's, the 28 being the better choice.  
Prop started with Vic Garner's "secret" APC 7 1/  
4 - 7 (no longer made) and are now testing  
some of Steve Wilk's CF props.

Ron

## News from a foreign correspondent.

"Following a recent phone call I can now  
disclose that an exciting new engineering  
venture is about to unfold on British shores.  
Oliver Tiger engine production is going to be  
restarted further north than the original Dorset  
factory. With the full cooperation and experience  
of John Oliver, the entire original dies, jigs and  
fixtures, and existing stock will be moved to the  
new factory. John himself will be chief  
consultant to the project.

At the present time, the range of motors to be  
built is still in the development stage but it is  
envisaged to be extensive. No engines will be  
sold until a full evaluation of their potential has  
been assessed for the field. I know everyone  
involved has the desire to succeed so let's wish  
them well for the future of the sport."

M. Ross



On behalf of myself and the CLAC Committee I  
would like to wish all our subscribers a joyous  
Christmas holiday period.

I look forward to seeing many of you at the 62nd  
MAAA Nationals in Albury.

I have sent my entry form in. Have you?

Remember that the next edition of ACLN comes  
out in February

Ed.

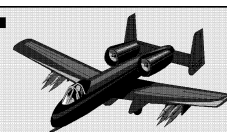


Congratulations to Colin and Patrice Ray on the  
birth of their daughter Natalie Jane.

Born 3/11/2008

A little "Ray" of sunshine has come into their  
world. A little "Ray" of sunshine in the shape of a  
girl.

## CONTEST RESULTS



The Monty Tyrrell Memorial Classic Stunt  
competition that was due to be flown on Nov  
23rd was cancelled due to windy conditions.



# WANTED

Piston and liner for Irvine 20 R/C Glow engine.  
Contact Ray Morgan (02) 6953 2311

Wanted!

Rossi MK I front induction 2.5cc glow engine (it must be a MK I)

Can swap a similar type of 2.5 cc motor or something else you might need or pay cash.

Contact

Ken Maier

[combtkid@hotmail.com](mailto:combtkid@hotmail.com)

Ph 03 9398 8244

Mob 0433 797 058

**WANTED : People interested in helping at the 62nd Nats (NSW) with running/cut judging for combat events (F2D, Open, 1/2A, Junior, Slow), if able contact Peter Norrie (Combat co-ordinator)**

[cl\\_pete@hotmail.com](mailto:cl_pete@hotmail.com)

or phone 02 98356330, mob 0409981102

Does anyone have a Jak 09 for Half A Combat they can sell me for the Nats.

I'd like a new one if you are hoarding some, but a very good used one would do at a pinch. If you can put me on to anyone who might have one that would be great also.

Mat Shears [matshears@aapt.net.au](mailto:matshears@aapt.net.au)

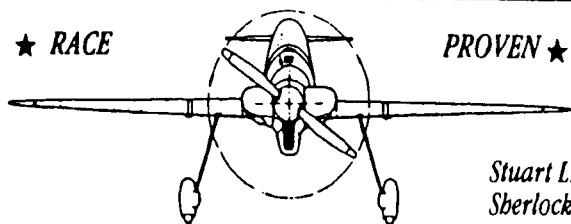
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Feb'88, Jun'89.

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Alan Mason

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# AUSTRALIAN CONTROL LINE NEWS

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MASA Control Line State Championships 2008  
To be held at Monarto and Callington, South Australia.  
Hosted by Adelaide Model Aerosport  
7<sup>th</sup> – 9<sup>th</sup> March 2009  
Bulletin 1

**Program of Events:**

Saturday 7 <sup>th</sup>		Sunday 8 <sup>th</sup>		Monday 9 <sup>th</sup>	
GM - Grass Monarto	Hard	GC - Grass Callington	Hard	GC - Grass Callington	Hard
Classic Stunt	F2C round 1 & 2	F2B Round 1	F2C round 3,4,final	F2B Round 3	
Vintage Stunt	F2F	F2B Round 2	F2A/Combined Speed	Novice F2B	
	Goodyear	Vintage A T/R		F2D	
		Classic B T/R		Vintage Combat	

**Flying Sites:**

*(H)(GM)* **Adelaide Model Aerosport, (AMA) Monarto:**

*Located on the Princess Highway, 6km on the right travelling towards Adelaide from Murray Bridge.*

*(GC)* **Callington Oval:**

*Take the Callington exit if travelling via the SE Freeway, otherwise approx 10km west of AMA via the Princess Highway*

**Conditions:**

- 1. All entrants to be current MAAA or FAI affiliated organisation members. Licenses will need to be produced at the event.*
- 2. Programmed events will be run as per current MAAA rules book.*
- 3. Junior competitors as per specified MAAA age requirements.*

**Accommodation:**

<i>Princes Highway Caravan Park:</i>	<i>Murray Bridge Visitor Centre:</i>	<i>Oval Motel &amp; Caravan Park:</i>	<i>Adelaide Road Motor Lodge</i>
313 Old Adelaide Road,	3 South Terrace,	4 LeMessurier Street,	212 Adelaide Road
Murray Bridge.	Murray Bridge.	Murray Bridge,	Murray Bridge.
(08) 8532 2860	(08) 8539 1142	(08) 8532 2388	(08) 8532 1144
<a href="http://www.murray-river.net/princes">www.murray-river.net/princes</a>	<a href="mailto:mbvc@rcmb.sa.gov.au">mbvc@rcmb.sa.gov.au</a>	<a href="mailto:ovalmotel@lm.net.au">ovalmotel@lm.net.au</a>	<a href="mailto:mbmotorlodge@bigpond.com">mbmotorlodge@bigpond.com</a>

**For more information contact:**

*Maris Dislers*  
*Tel: 82970736*  
*E-Mail: [jamd@adam.com.au](mailto:jamd@adam.com.au)*

# MASA Control Line State Championships 2008

## Entry Form

**Entrant:**

Surname: \_\_\_\_\_ Given Name: \_\_\_\_\_

FAI Number: \_\_\_\_\_ Address: \_\_\_\_\_

Phone: (     ) \_\_\_\_\_

Email: \_\_\_\_\_

**Events:****Team Member****F2A SPEED** \_\_\_\_\_**F2B AEROBATICS** \_\_\_\_\_**F2B NOVICE AEROBATICS** \_\_\_\_\_**F2C TEAMRACE** \_\_\_\_\_**F2D COMBAT** \_\_\_\_\_**F2F TEAMRACE** \_\_\_\_\_

VINTAGE STUNT \_\_\_\_\_

CLASSIC STUNT \_\_\_\_\_

VINTAGE A TEAMRACE \_\_\_\_\_

CLASSIC B TEAMRACE \_\_\_\_\_

GOODYEAR \_\_\_\_\_

VINTAGE COMBAT \_\_\_\_\_

COMBINED SPEED \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Classes:** \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Fees:**

Senior: 1 Event \$ 10.00 per Team Member per Team Event

2 Events \$ 19.00

3 Events \$ 27.00

4 Events \$ 34.00

5+ Events \$ 40.00

Junior: Free Entry

**Total Payable:**

Senior Nomination \$ 10.00

Event Fees \$ \_\_\_\_\_

Total \$ \_\_\_\_\_

Cheques payable to: Adelaide Model Aerosport Inc.

Signed: \_\_\_\_\_