

THE VOICE OF CONTROL LINE AEROMODELLERS FROM AROUND AUSTRALIA

Number 209

Produced by the Victorian Control Line Advisory Committee



PRODUCTION SPECIFICATIONS

Pease 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 sub-
mitted by disk or email. This makes formatting
much easier on the editor.

June 2016

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For Sale and Wanted.





COMING EVENTS



VICTORIAN CONTROL LINE CONTEST CALENDAR 2016

DATE	EVENT	CLUB
Jun 4-6	NSW C/L State Champs (events TBA)	
Jun 12	Classic FAI & Vintage A T/R, 1/2A Combat	CLAMF
Jul 10	Speed , Classic Stunt, Mini-Goodyear	CLAMF
Jun 26	Rat Race invitation and club day	KMAC
Jul 31	Warbirds and AGM	KMAC
Aug 14	Navy Carrier, 27 Goodyear , Goodyear	CLAMF
Sep 11	Speed , Vintage Combat	CLAMF
Oct 1-3	NSW C/L State Champs – Speed , F2C T/R (Inc. supporting events)	Albury
Oct 16	Coreflute Combat, F2B & Classic Stunt	CLAMF
Nov 13	Speed , Warbird Stunt, Vintage Combat	CLAMF
Dec 11	Classic FAI & Vintage A T/R, Classic B T/R	CLAMF

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:- Steve Vallve 0409935358 or

Bruce MacKay 0418380014

Web site :- <https://sites.google.com/site/knoxmacv/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

Secretary. Graham Vibert

Phone 03 51346393



COMING EVENTS



C.L.A.S. CONTEST CALENDAR 2016

DATE	EVENT	CLUB
June 14	Club Competition.	KMFC
June 26	"Old Phartz Light Weekend. At Coffs Harbour	(KMFC)
Jul 3	F2B Aerobatics	Doonside at Whalan Reserve
Jul 3	AGM	KMFC
Jul 10	Combined Speed. Also DGY and Vintage A.	SSME at Luddenham
Jul 16	Club Competition.	KMFC
Jul 31	F2B Aerobatics	KMFC
Aug 14	Classic Stunt.	SAT at Ashford Reserve, Milperra.
Aug 14	Diesel Goodyear, 1/2A DGY, Burford Racing & Diesel Speed.	KMFC
Aug 27-28	Cowra Oily Hand Weekend	Cowra
Sep 4	Combined Speed.	SSME at Luddenham
Sep 4	Nostalgia T/R Fly-in. ** See notes below.	KMFC
Sep 18	F2B Aerobatics.	SSME at Luddenham
Oct 1	Ringmaster Event.	KMFC
Oct 1-3	CLAS NSW C/L State Championships F2B and F2D, Combat events, Vintage and Classic Stunt.	C.L.A.S. at Doonside. (Whalan) TBC.
Oct 1-3	CLAS NSW C/L State Championships F2A and F2C and Combined Speed.	C.L.A.S. at Twin Cities. TBC.
Oct 9	Gordon Burford Day.	KMFC
Oct 18	F2B Aerobatics.	SAT at Ashford Reserve, Milperra.
Oct 22	Club Competition	KMFC
Oct 30	Classic Stunt	Doonside at Whalan Reserve
Nov 15	Classic Stunt flying F2B pattern.	NACA at Gates-head
Nov 20	Vintage T/R and Diesel Goodyear.	KMFC
Nov 27	KMFC Christmas Party and Fun Fly.	KMFC.
Dec 4	F2B Aerobatics.	Doonside. (Whalan Reserve)

***** NOTE:- KMFC Nostalgia Fly-In ***

With so many TR events now so poorly supported in NSW there are a lot of retired TR models out there that have not been flown for ages. This is a day to bring them to KMFC, tell a few stories and fly them once more, even if not in a race. Just come along, fly them and re-live the good old days, before you can't remem-

2016 MAAQ Control Line State Championships

Date – Saturday 2th July – 3rd July 2016

Venue - Ipswich

Program

8:00am: Practice

9:00am: 2.5 Simple Rat (The Perpetual Cup)

11:30am: 27-Goodyear

1:00pm: Classic B Team Race

2:30pm: Z" Class Team Race

3:30pm: Vintage "A" Team Race

NOTES: Contact Trent McDermott on 0421 830 032 with any queries.

Scheduled event times may vary.

If time is running out, we can fly the remainder on the Sunday or whichever we all agree on.

Entry Fee is \$20-00 per team

Closing date for entries will be Monday 15th June

Entries can be made on the day if there are enough pre-entries

Please inform me ASAP so we can get trophies organized



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Australia wins Gold and Silver plus the Team Prize for F2C

at the

2016 F2 FAI WORLD CHAMPIONSHIPS FOR CONTROL LINE MODEL AIRCRAFT

MAY 7 – 13, 2016 Perth, AUSTRALIA

Australia confirmed its ranking in the **F2C Team Race** class by taking out first and second place. The team of Rob Fitzgerald and Mark Ellins, World Champions in 2010 and again in 2016, set a world record time of 6 mins 22.8 seconds to complete 200 laps. There was little between the competitors. Second place was Murray Wilson and Mark Poschkens in a time of 6:23.3 and the French Team of Thierry Ougen and Roland Surugue completed in 6:28.6



LEFT: Rob Fitzgerald (green vest) can be seen in action attempting to overtake the French pilot, Thierry Ougen in the yellow vest.

BELOW: Mark Ellins has caught the model, refuelled the engine, restarted it and released the model within two seconds. Pit stops of this calibre are essential to stay in the race for first place!



The control-line aero-modelling sport and it is officially a sport, is little known in Perth but is well known overseas. Little known also is the fact that the WA Model Aircraft Sports Centre at Whiteman Park has the best facilities in Australia.

According to one of the Czech Republic Team, the Control-Line Aero modelling World Championships



2016 held at the WA Model Aircraft Sports Centre, Whiteman Park, Perth, Western Australia was “the best he had attended in the last ten years!”

The facilities were excellent; the weather was like a European summer and the dedicated team of volunteer workers ensured that all ran smoothly. Individuals and teams from 31 countries vied for the honour of being World Champion in four classes – F2A Speed, F2B Aerobatics, F2C Team Race and F2D Combat. No prize money was available but these trophies were!

F2A Speed was won by Paul Eisner of Great Britain with a speed of 304.3 kilometres per hour. In second place was Peter Halman of Great Britain with a speed of 303 kilometres per hour. Italian, Luca Grossi's model attained a speed of 302.8 kph.

F2B Aerobatics was won by Orestes Hernandez from USA who beat the former 2014 World Champion Igor Burger of Slovakia. Igor had to settle for runner up and Richard Kornmeier of Germany came third..

The F2D Combat final was between Russia and Ukraine. Illia Rediuk, a junior pilot, took the honour of being World Champion by beating Pavel Narkevich.

Juniors, under 18 competitors, flew in all four classes. In the Speed competition, Evgen Savenko from Ukraine, Aleksey Emel-yanov of Russia and Ivan Valishev from USA ranked 10th, 21st and 23rd respectively. In Aerobatics, Letong Xu from China, Yaroslav Fokin from Russia and Ivan Lavryk from the Ukraine held their own against stiff competition from senior pilots. In F2C Team Race, the junior teams were Luzian Gehlhaar / Bryan Oh (Singapore) and Egor Aksenov / Pavel Guzov (Russia).

As there were four junior competitors in F2D Combat, Junior World Champion was awarded and Illia Rediuk won World Champion in Combat as well as Junior World Champion. Second place in the junior combat competition was awarded to Eriks Kochunts of Latvia and third place to Alexandra Nadein of the USA. Yes, in Europe and the USA, girls compete in this sport!

If you missed the World Championships, the next one will be held in France in 2018 and Australia will be there to defend its World Champion Team Race title!!

If you would like more information about control-line aero-modelling in Perth, please contact the Control Line Aeromodellers of WA (CLAW) and speak to Kim Parks on 0439 961 038.

Report by Lorraine Stivey

The Charlie Stone Memorial Vintage A Team Race

A truly international Vintage team race took place as part of the World Cup contest prior to the commencement of the World Championships.

The Lithuanian team took part but looked to be struggling to get the hang of this class which was new to them. They did entertain the spectators when their engine had a recurring problem of starting in reverse. During a pit stop the engine was started but the model then travelled backwards for about three meters and parked itself in the grass centre circle.

The British team of Malcolm Ross and Lawrence Court Had their "Tomahawk" rotating quickly and only just outpaced the Murray Wilson and Neil Baker "Dimpled Dumpling" by 0.2 seconds in the heats. Wilson/Baker elected not to fly in the second heat and it was the Stan Pilgrim built "Voo-Doo" model flown by Rob Metkemeijer and pitted by Andrew Heath that grabbed the third slot in the final race.



Country	Name	Heat 1	Heat 2	Final
AUS	WILSON, Murray/BAKER, Neil	03:10.94	DNS	06:51.56
GBR	ROSS, Malcolm/COURT, Lawrence	03:10.75	03:27.75	07:56.11
NED/AU	METKEMEIJER, Rob/HEATH, Andrew	03:14.07	03:16.23	DNF
AUS	BELLIS, Richard/GANNON, David	03:17.36	03:21.86	
CAN/AU	GIBEAULT Paul/BAILEY, David	03:20.46	03:18.95	
AUS	BAILEY, Harry/HUNTING, Kenneth	03:20.86	03:24.01	
AUS	JUSTIC, Richard/KERR, Andy	3:21.77	03:36.05	
AUS	LETCHFORD, Trevor/ELLINS Mark	03:23.48	03:35.42	
GBR	HEATON, Derek/PINKERTON, James	05:17.66	03:24.88	
AUS	MCDERMOTT, Trent/LACEY, Ron	03:29.50	03:36.79	
ESP	PARRA, Alberto/BURNS, Sion	DQ	03:31.54	
NZL	CHRISTIE, Graeme/BROWN, Rod	04:23.39	03:41.71	
ESP	LOPEZ, Jose/ANTUNEZ, Nicolas	04:09.23	03:42.48	
AUS	BUCHOLZ, Ray/SMITH, Rod	03:53.22		
AUS	SUMMERSBY, Roy/LINWOOD, Andrew	04:20.78	04:16.75	
AUS	HOOGENKAMP, Ron/LEKNYS, Colin	DQ	04:46.73	
LTU	ZUKAUS, NERIJUS/SABLINSKAS,	DNF		



Some of the contestants assembled for a photograph with members of the Stone family.



Australian Team Managers' Report.

Preliminary:

With a flying team of 24 and up to 40 supporters, team organisation before the World Champs was going to be a significant challenge. In addition, the recent requirement for competitors – including world cup entrants – to have FAI licence and ID numbers increased the amount of team administration to be done. Arranging team clothing for a total of 58 people (over 160 items) was a major undertaking.

Fortunately because of the lengthy lead time, all team members had arranged their own transport and accommodation, so that was not the responsibility of the team management although a certain amount of coordination was required.

By dividing the needs of the (competing) team members and supporters between the TM and ATM, the entry, clothing and financial aspects of the team proceeded relatively smoothly.

The FAI licence/ID number requirement was met with the assistance of the MAAA secretary – the team management was very grateful for this assistance.

Team clothing design, purchase and distribution was handled with great efficiency – and good humour- by Fiona Wilson. Harry and I have much to thank Fiona for.

In this preliminary stage, mention must be made of the superb work done by the World Champs registrars, Lorraine and Jim Stivey. A large team entry, fuel orders, some late changes to the supporters roster were all handled with admirable efficiency, flexibility and good cheer – many thanks guys.

World Cup event:

The World Cup event was used as a “warm up” for both the competitors and the World Champs organisers. This has been a common procedure at F2 World Champs for many years – in this case it was valuable for the organisers in particular, being their first World Champs. It is also very useful for the Contest Directors, judges and other officials to refine their processes and organisation. All AUS World Champs team members competed in the World Cup round, in their World Champs events, giving the team valuable on site practice.

Below is a summary of World Cup results by AUS World Champs team members.

F2A:	8th	Andrew Heath
	14th	Murray Wilson
	17th	Ian Gapps
F2B:	9th	Murray Howell
	11th	Joe Parisi
	17th	Russell Bond
F2C	1st	Fitzgerald/Ellins
	2nd	Justic/Lacey *
	3rd	Wilson/Poschkens
	5th	Potter/Harvey

* Not W/Champs team members – an honourable mention for an all AUS F2C final.



F2D: =17th Tom Linwood
 =24th Callum Dillon 2nd Junior
 =24th Mike Comiskey
 =24th Robert Owen
 =24th Rory Dillon = 3rd Junior *
 * Not W/Champs flyer, but a great result.



Three Australian teams made their way into the F2C final of the World Cup. The models all came from the same moulds and were manufactured by the teams concerned in Australia.

The World Champs:

Registration and Processing:

With all of the preliminary arrangements made with the W/Champs organisers, registration and processing was a straightforward task. Registration was brought forward one day so that the organisers could deal with the larger teams first – the AUS team being the largest.

As arranged with the organisers, the AUS team was provided with a table near the registration area, so that the team and supporters could collect their W/Champs souvenir bags from a common point, within a reasonable time.

I was very impressed with the technical processing of models – a credit to the Contest Directors and their technical crew. The AUS team passed through processing with no drama and in minimum time for such a large team.

F2A: Team: Andrew Heath, Murray Wilson, Ian Gapps.



Murray Wilson



Ian Gapps



Andrew Heath

The first round started well for the AUS team with all 3 team members recording good re-

sults for a first round flight. However, both Ian and Murray received DQs for handle infringements. After discussion with the F2A CD, a protest/request for rule clarification was lodged through the CD to the FAI jury. This protest was upheld by the FAI jury, Ian and Murrays results being reinstated.

In round 2, Andrew improved a little, while Ian and Murray had difficulty with the changing conditions and recorded zeros. In round 3, the team continued to have trouble adapting to the changing air conditions. By comparison, nearly 1/3 of the competitors failed to record a result in this round.

The free practice day was used to advantage by the team and some promising test results obtained.

In round 4, Andrew improved and Ian and Murray recorded zeros. Nearly half of the field returned a zero in this round, despite many deferred second attempts.

Results: 15th Andrew Heath
 16th Murray Wilson
 20th Ian Gapps

The Australia team finished in 4th place, approx. 10kph cumulative behind 3rd place USA team. This is the best result yet achieved by an Australian F2A team.

F2B: Team: Murray Howell, Joe Parisi, Russell Bond.

The weather had improved from the previous week to very good conditions for a F2B world champs and the forecast was equally good.

The first two elimination rounds (i.e. circle A and circle B) showed a significant difference in scores between the two judging panels. Even at this stage Murray and Joe showed their potential to make the fly off rounds, as they had shown in the World Cup event.

The 3rd and 4th elimination rounds showed much closer agreement between the scores given by the two judging panels. At the end of the 3rd round, it looked as if Murray and Joe were both heading for fly off positions (i.e. the top 15 from the elimination rounds).

With Joe in the fly off and Murray in 16th place, a good team result was possible – Note, not a place, but a respectable result.

Until..... Joe had the misfortune to hit a height marker on an early morning pre-fly off practice flight, seriously damaging the wing. Repairable, but not in the time available.

Murray Howell kindly loaned Joe his spare model, an electric Shark. This was promptly processed – spare stamped certificates and ID stickers were supplied by the TM. Some practice flights were made while Murray tuned the replacement model to suit Joe. Despite this effort, Joe had lost his first fly off flight and thus his throw away score.

His second round fly off flight was quite good, but not enough to improve his position in the fly off. On his final fly off flight, a very simple error cost him dearly. At this level of F2B competition a small error can cost many places.

Final results were:

15th	Joe Parisi
16th	Murray Howell
29th	Russell Bond



Australia: 6th team place. This is the first time since 1984 that the AUS F2B team has had a place in the fly off and the best team placing since 1978, which was also 6th.

F2C: Team: Rob Fitzgerald/Mark Ellins, Murray Wilson/Mark Poschkens, Grant Potter/Ray Harvey.

After the success of the AUS F2C team at the World Cup, great things were expected of the AUS F2C entries – they did not disappoint!

Elimination Round 1:

Murray and Mark recorded a DQ, following a dropped catch and a pitting line infringement. Rob and Mark put in a smooth record breaking 3:04.5 for a certain place in the semi-finals. Grant and Ray were given a re-fly, after a messy race. In the re-fly, they were only able to manage a DNF at 82 laps. In this round Makarenko/Fulitka (UKR) set a new 100 laps record of 3:03.0.

Elimination Round 2:

Rob and Mark did a slow (for them) 3:21, with a slightly off engine setting and a slow start. Murray and Mark were starting to worry the team after another missed catch and a DNF at 51 laps. Grant and Ray did a 3:25.3 – quite reasonable, but not fast enough for a semi-final place.

Elimination Round 3:

Rob and Mark were given a re-fly after a fairly rough race, but they elected not to take the re-fly, as they had already qualified for the semi-finals. Grant and Ray received a DQ, following a rare pitting error.

Now was the critical moment for Murray and Mark – one last chance to remain in the contest and make it to the semi-finals. Flying against Ross/Toogood (GBR) and Andreev/Vorobyev (RUS), both experienced teams, they put in an effortless 3:08.3 for a certain semi-final place.

Semi Final Round 1:

In race 1, Rob and Mark recorded a 3:09.1 – an identical time to Ougen/Surugue (FRA), the eventual 3rd finalist.

In race 2, Murray and Mark did a clean 3:07.2 for what turned out to be the fastest semi-final time.

Semi Final Round 2

Neither Rob and Mark or Murray and Mark improved their first round semi-final times. So, the finalists were: Wilson/Poschkens (AUS), Fitzgerald/Ellins (AUS) and Ougen/Surugue (FRA).

Final race:

This was probably the cleanest F2C final at a world champs that I've ever seen. A fine example of the world's best F2C teams in

action.

With all models evenly matched for speed, it was to become a race of no mistakes – by the pilots for warnings and for the pitmen for perfect stops.

Murray and Mark had a slender lead, by virtue of a rapid start, up until about 190 laps, when Rob managed (after several 2 lap tries) an overtake to finish 0.5 second in front.

The French team had a couple of slower stops that put them about 3 laps in arrears at the finish.

Final Results:	1st	Fitzgerald/Ellins	6:22.8*
	2nd	Wilson/Poschkens	6:23.3
	3rd	Ougen/Surugue (FRA)	6:28.6

* New 200 lap final world record.



F2C finalists – Wilson/Poschkens, Fitzgerald/Ellins, Ougen/Surugue



The AUS team won the F2C Team award, ahead of France and Russia. I believe that this is the first time the team award – The Asboth Oszkar Cup - has been won by a non-European country.

Fitzzy sprays the crowd with bubbly.

F2D: Team: Mike Comiskey, Robert Owen, Tom Linwood, Callum Dillon (J).

Mechanics: Richard Justic, Grant Potter, Mike Owen, Rory Dillon, Mark Dillon.

In Mike Comiskey's first round it appeared that he had won his bout but was disqualified for placing two feet outside the pilots centre circle.

Mike then won his second bout but lost his third and he was placed in 28th position along with fourteen other competitors. There were a total of 53 competitors.

Tom Linwood scored a draw in his first bout then was beaten in the re-fly. His second bout resulted in another loss.

Robert Owen had two losses and no wins.

Junior Callum Dillon flew very well against his senior opposition. His first bout resulted in a draw but he then won his flight in the re-fly. His second and third bouts resulted in losses. However, Callum still placed equal 5th in Junior.

The eventual winner of the contest with 7 wins and 1 loss was junior contestant, Illia Rediuk of the Ukraine.

Final Results:	=28th, = 5th (J)	Callum Dillon
	=28th	Mike Comiskey
	=42nd	Robert Owen
	=42nd	Tom Linwood

AUS team placed 13th of the 18 countries entered.

Awards:

The AUS team received 2 individual medals and 4 team medals.



Callum Dillon won this bout against Alberto Parra.

At the award presentation it was a wonderful moment to hear Cathy Laws sing our National Anthem as the flag was being raised for the first of the AUS team gold FAI medals and the award of an important F2C trophy.

Contest Organisation:

A great deal of credit for the success of this world champs should go to the four contest directors; Andy Kerr (F2A), Frank Battam (F2B), Steve Walton (F2C) and Richard Bellis (F2D). The number and experience of the helpers, marshals, judges and administration staff was very satisfactory – at each event there were numbers of orange shirted people making the event run smoothly.

Also notable was the number of helpers keeping the competition circles pristine – Whiteman Park can be a bit sandy, but there were many helpers with leaf blowers and brooms always at work.

Photos from Warren Leadbeatter, Neil Baker, Harry Bailey

David Simons Team Manager

Harry Bailey Assistant Team Manager.

F2A SPEED AT 2016 WORLD CHAMPIONSHIPS.

The World Championships were held at Whiteman Park north east of Perth WA, at a purpose built flying site.

The speed circle was a smooth concrete surface and an excellent pylon made by Steve Walton.

The facility had benches under a roofed area which allowed the competitors to work on their models in full view of the public.

Some of the World Champs I have been to previously, did not have this luxury and as a result, the models were bought out just before their turn to fly so you did not get to see the models or speak to the fliers.

One thing I did notice was the friendliness of the competitors to exchange information and ideas. The only difficulty at times was the language; however, communication was either done via a third party interpreter or hand signals in some cases.

Like in all other F2 categories, ARF models, mostly from Russia /Ukraine, were very evident. Thankfully the English team used models of the home built variety, which is always refreshing to see.

By far the most popular motor was the Ukrainian Profi. produced by Alex Osovik. There was also a few Zalps and the British team used the Halman 15.

Thanks must go to the Speed Contest Director, Andy Kerr, the multitude of scrutineers and the judges of flight etc. for all their work.

Timing was done electronically by Transitrace with no need for hand operated stopwatches, and as far as I am aware, there were no problems encountered. It helped to have the designer of the unit, Goran Ohlson, monitoring it. A few of the individual competitors had their own unit as well.

During practice and the World Cup held before the World champs, it was obvious that Peter Halman and Paul Eisner of the U.K. were the ones to beat, both regularly doing 300+ kph without troubles. In the World Cup, Paul had a 303 kph run but the shutoff went off accidentally before he completed the required 9 laps.

After every flight their motors and models were stripped and checked /cleaned, even after perfect runs and NOT blowing a plug. In fact, Peter used a plug for about six runs and was still OK.

Engines should not blow plugs all the time and worse detonating the piston and head. It is NOT all about too much compression. Sometimes if the compression setting is too low, the tendency is to lean the needle off to get it on pipe, resulting in the engine "going over", which in turn, can cause detonation which can flare the top of the piston causing it to rub on the liner creating more problems, wiping oil off the bore and also heating up piston making the situation even worse. In this case the piston needs to be very gently relieved at very top.

All GOOD motors have a tapered relief at the very top of piston down in length by about 1-1.5 mm. The piston diameter is about .001" smaller in this section.

One highlight for me was to see Carl Dodge (USA), then current World Champion, fly his 1972 -1976 PINK LADY conventional model powered by a much modified TWA that he had used in the 1972 -1976 World Championships. I saw the sister model in 1976 at the W/C in Holland, at that

time powered by Carl's own bar stock motor. The TWA engine was made by Bill Wisneiski in 1966 to win the W/C,

*Murray Wilson
and Andrew
Heath prepare for
a flight.*



Carl Dodge's 1972 pink lady with TWA 15

the first win for a tuned pipe motor; Bill was an engine designer at K&B.

Carl did not fly his modern models as he has trouble keeping up to a 300 Kph model at his age. I can relate to that! Carl flew in the spirit of the comp,



(Team Canada) Paul Gibeault right pilot and Robin Hiern pit crew.

great to see. It fired me up to get my standard TWA out in my Pink Lady to fly at our next speed comp in Victoria in July. I have just made a new piston for it and I will fly it as per 1972 rules.

The world cup was won by Peter Halman closely followed by Paul Eisner, and third was Alex Osovyk.

Of the Australians, Murray Wilson had been going well before he left for Perth, doing 300 kph a couple of times, but not consistently. His model had been performing the week before in Perth, then things deteriorated and it kept going off during the run, or not coming on pipe if set richer and blowing plugs /detonating.

In the World Championships, Andrew Heath and Ian Gapps could not find the speed that they had in the past despite working hard during the 2 comps, Andrew was the fastest Aussie at 289.9 the same as Murray's best but Andrew had a faster back up flight.

Murray was lucky to get a time as in the first round, he and Ian were DQ'd for handle not contacting the pylon. A protest was lodged which in turn was upheld. The finding was that the crossbar was always contacting the yoke at ONE point, it does not have to be two.

I ended up crewing for the Canadian Paul Gibeault (J.Bolt) as he was the only Canadian flying so he could

have an outside helper, and we also helped Neil's Lyhne Hansen from Denmark. I enjoyed it as it gave me something to do as I was not allowed to help the Aussies. The rules state you have to be on the speed team to help.

As expected the top placings were between the two English guys, but a challenge by the Italian Luca Grossi nearly changed things as he had been doing speeds in the 304+ range in practice, he was the last flyer at the end of the comp so we all watched the readout display with interest as he was doing around 305 kph but did not sustain that speed so he had to shut off.

So final placings were Paul Eisner 304.3 closely followed by Peter Halman 303.00 and Luca Grossi 302.8 Alex Osovyk 4th. Unfortunately for Britain, they did not win their usual team prize as they only had two fliers competing as the regular 3rd member, Ken Morrissey could not come due to a bad illness. I hope he gets well soon, his models are just as fast as the other Brits so it could have been interesting.

No new obvious developments, just fine tuning and matching all the critical are-

as of, prop/ pipe/ needle setting/ plug/and compression, and a GOOD piston and liner.

Pipes on Profi's appeared stock looking, but I do not know the various lengths and stinger diameters.

The Italians had home-made pipes from s/s

sheet rolled and welded having multiple angles but straight sections.

One different setup was G. Emelianov (Russia), had a home-made motor with the carb on the inside of model i.e. 180 degrees to a normal one, it also had an inside of thrust line tank, a balsa fairing covered it and was slid down the wing at root, I noticed he did not use in W/C only in World cup.

Models now all look the same. Alloy and carbon fiber wings were used.

Quite a few flights started off fast but went off later, most likely going for max pitch but then the engine gets too hot and cannot maintain the load /heat, or going to lean, it is a fine line between a good run and a bad speed.

I do not see where more speed can be gained in future, there must be a limit to how much mixture we can get up through motor, as that is the heart of the matter, better pipes could maybe give improvements, also better props. If engines rev much faster prop efficiency may drop?

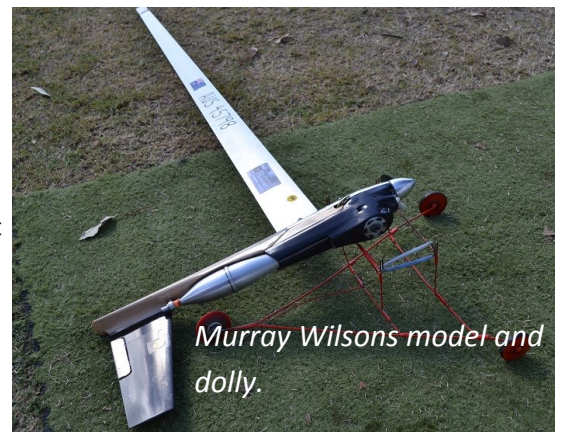
Report and pictures from Robin Hiern



Peter Halman 2nd and Paul Eisner 1st.



Peter Halman's box.



Murray Wilson's model and dolly.





Above:- Opening Ceremony.



Left:- Japanese F2B Team.

Below:- Andrew and Dave Nugent won the international invitation Classic FAI team race.



Left:- Mark Ellins in F2C action.

Below:- Murray Wilson and Andrew Heath prepare for F2A flights.





Mark Poschkens going about his business.



Mick Comiskey gets in a line tangle with Gordon Price.



Tom Linwood during one of his F2D bouts.

Three expert pilots in action during the brilliant 200 lap F2C final.

Blue sky's and no wind at the F2A circle.



Mark Ellins with the
World Champions F2C
trophy.



Lovely graphics on this
Brazilian model.



F2D mechanics
Andrew Linwood
and Grant Potter.



Murray Howell prepares his
F2B model for processing.



Ray Harvey.



Volodymyr Makarenko, Grant Potter, Thierry Ougen

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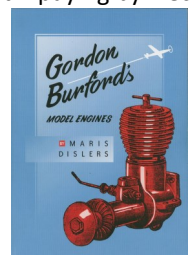
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Note:-

The extra engine tests include those for the Series 67 1.5 BR and Series 70 Schnuerle Experimental diesels previously published in ACLN, and the Taipan 40, per Adrian Duncan's website. I will make the additional Appendix available to owners of the original book edition as a PDF file for free via email.

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