

Court

Summer 2004

Circular

Three Kings Aeromodellers Newsletter



London United Kingdom

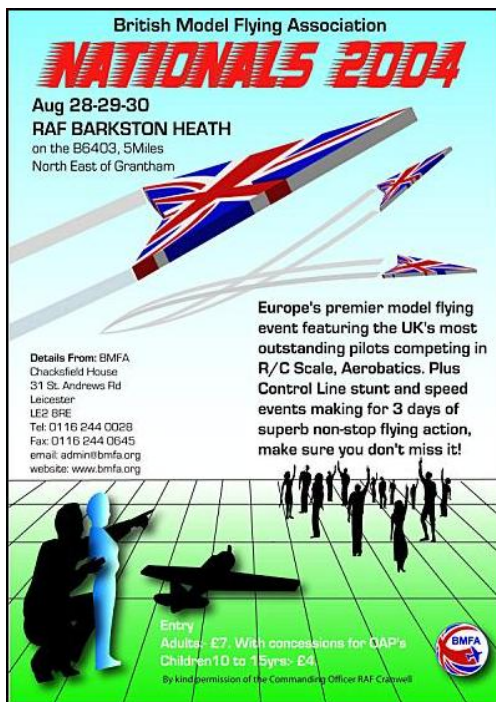
Affiliated to the BMFA

Cockpit Comment

Well.... Welcome to another installment of the Court Circular. The first thing I have to say is what a so called summer we have had, rain, rain and more rain, good for my garden, but dreadful for us members of the flying fraternity.

Thankfully the rain appears to have held off in Muncie, Indiana, USA for the World Champs, and some absolutely amazing performances were achieved.

3.09; in the heats for Final winners brothers Pascal and Georges Surugue. Well done to the Froggies.



Nationals Time again, I was pleased to see some nice big ads in the press, however on closer inspection found that once again CL is relegated to a somewhat forgotten addition, so I wrote to the BMFA for an explanation:

Dear BMFA

As secretary of the Three Kings and editor of the club news, and competitor at several nationals and international CL events over the years, I am more than aware of the problems involved and the hard work necessary in putting the Nat's on.

However I was somewhat disappointed to find that once again, in what is billed as Europe's Premier model flying event that the control line events are billed as merely additional events on the Nat's poster!

Surely the Nat's will feature outstanding pilots in all disciplines and events, or perhaps I am missing the point and am only an average CL racing pilot, so do not warrant a mention on any poster!

I hope that perhaps in the future CL will get a look in.

Best wishes

27286

D Bainbridge
3 kings London

I await a response with baited breath!

This is the response that I got from our friend and stalwart Jo Halman

Dear Duncan

I am glad that you wrote to the BMFA office complaining about the 2004 Nat's poster.

I was not involved at all in this and when I first saw it - after it had been printed in 1000s of copies - I hit the roof.

And I am bringing it up at the next Executive Meeting. It is appalling and there is no excuse despite the fact that the PRO is "new".

Believe me I will vigorously pursue this but, for this year, there is nothing that can be done. The

more people who email in with complaints the better!

Regards, Jo

Mrs Jo Halman, BMFA Competition Secretary

I hope that you are all looking forward to some good weather and getting some air time in.

Cheers to this month's contributors.

Enjoy **your** Court Circular. – And don't forget Let me know what you are up to. It's your newsletter.

Remember help in the form of pictures, stories and even dare I say it gossip is always gratefully received.

Duncan Bainbridge
duncan@east-two.co.uk

Club Contact Details

Chairman

Brian Cordwell
15 Anglesey Gardens, Carshalton,
Surrey, SM5 3JD
T 020 8669 3021

cordwell6@blueyonder.co.uk

Secretary and Editor

Duncan Bainbridge
31 Glyn Road
Hackney E5 0JB
T 020 7682 0421

duncan@east-two.co.uk

Treasurer and Patch Contact

James Parry
49 Onslow Gardens
Wallington
Surrey SM6 9QH
T 020 8647 6021

james.i.parry@tinyonline.co.uk

PRO

Mike Waller
272b Woolwich Road,
SE2 0DW
T 020 83106101

SWSE20DW@aol.com

Comp Sec

Steve Waller
272b Woolwich Road,
SE2 0DW
T 020 83106101
SWSE20DW@aol.com

The Court Circular

The Court Circular is the Newsletter of the Three Kings Aeromodellers, and is produced by the Club for the members and selected affiliates and aeromodelling contacts, the views and opinions expressed are those of the correspondents only and do not necessarily represent the official view of the Three King Aeromodellers.

Any comments or questions should be addressed to the specific author.

The Editor accepts 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.

Copy is welcomed by the Editor from members and readers. But please don't forget that it is your newsletter, so remember that I am always on the lookout for interesting items for the newsletter, so don't be shy.

*If you want your name in print remember it is **your** club and **your** newsletter.*

I am particularly interested in photos of people's models, Engine and Product Reviews, Comp Reports, etc anything is very welcome.

Copy Deadline

As the CC has now become a Bi Monthly newsletter, send any contributions, photos, ideas, letters, etc, send them when you can, when you have written, built, flown, crashed the article or model to me at the address above, by fax or by email, duncan@east-two.co.uk as an attachment in Word for PC,

or send it on disc with a hard copy or as a paper copy if you have no computer.

News and Views

World Championship Medals for British Team

British modellers won the following medals in the 2004 Control Line World Championships, held in Muncie, USA, 3rd - 11th July.

**Speed (F2A)
Peter Halman - Bronze
Matthew Hart - Junior Silver
Team Gold**

Out of the top seven placed Speed (F2A) fliers, five were using Irvine "Halman Special" engines.

**Team Race (F2C)
Team Bronze**

**Combat (F2D)
Ben Johnson - Junior Silver
Team Bronze**

The aerobatics (F2B)team were placed 8th.

UK Free Flight Power Team Scoop

The British Free Flight Power Team competing had major success at the

European Free Flight Championships in Romania.

Class:"F1C" Free Flight Power

Team Members
: John Cuthbert
: Stafford Screen
: Peter Watson

Team Manager : Jim Andrews

F1B Team won a Bronze Medal
Team members
: Keith Chamberlain
: Russell Peers
: Mike Woolner .

Individual positions -
John Cuthbert overall 3rd place
Peter Watson overall 4th place

Very well done to everyone in the UK team and congratulations

T and sweatshirts

These are again available as follows: -

T Shirt

M	L	XL	XXL
£3.76	£3.76	£3.76	£4.00

Sweatshirt

£8.82	£8.82	£8.82	£9.23
-------	-------	-------	-------

James will bring along to the next club meeting which and events at the patch.

Monthly Flying Days at Croydon in 2004

If you look at the members list you will quickly realise that our club membership is spread far and wide.

However the common denominator is the fact that we all like to fly and the added bonus of belonging to a club that still has a very good flying site.

For info on flying dates call Mike Waller

T 020 83106101
Email: - SWSE20DW@aol.com

Or

James Parry
020 8647 6021
Email: - james.i.parry@tinyonline.co.uk

Let's get out and use it.

Sport Flying at Croydon: -

All are welcome to bring along any C/L model and fly over the tarmac or grass but all are subject to any competition taking precedent.

In the past this has not been a problem with at least one tarmac and one grass circle being available for sport flyers at any time.

All are welcome, the more the merrier.

Any queries please to James Parry 020 8647 6021 or email: - james-i.parry@tiscali.co.uk

Club Meeting dates for 2004

It was decided to continue the re-established evening meeting but on a bi monthly basis, therefore dates were set at the 1st Tuesday in the month;

DON'T FORGET NEXT MEETING

2 September 2004

Stanley Park High School
Stanley Park Road
Carshalton, Surrey

8.00 p.m in the Canteen at the school.

Follow 3ks sign in grounds.

Please contact Brian Cordwell on 020 8669 3021 for directions.

Barton Bonds

The Barton facilities are among the best in the UK and have come at a rather considerable cost as you can imagine.

Tarmac circles do not come cheap, so to offset the cost and help establish and

maintain the Barton site, the Barton Club have come up with the novel idea of Barton Bonds.

These are effectively interest free loans to the Barton Club in £50 units, so if you have a bit of spare cash and feel like investing in the future of our sport, dig deep.

Call Mike Broadbent 0151 4750246 and send him a cheque.

Go on you know it is a worthwhile investment, just the cost of a good night spent down the pub, without the hangover!!

CLAPA Championships 2004

Hearty congratulations to member Keith Hynds, well done mate.



**28-29-30 August
2004**

BMFA British National Champion ships

**Control Line – Scale or and
some
Radio Control !!**

**Biggest Model Flying Event
in Europe**

Control Line – F2A, F2B, F2C, F2D,
F2E, F2F, Speed, Aerobatics, Team Racing,
Combat, Carrier, Vintage

Scale - F4B, F4C (Team Selection
Qualifying Event), R/C Clubman, R/C Open,
F/F Power, Rubber, CO₂/Electric.

RAF Barkston Heath, Nr Grantham

**Contact BMFA on 0116 2440028 or
admin@bmfa.org**

30 Years Behind the Handle

Wal Cordwell

My small modelling room now seems full up with stuff I shall never use so the first thing that is on the list for getting rid of are some of my data books which I have accumulated over the years of aircraft that I was going to make or have made.

A lot of these books are in pristine condition so I shall try to sell them on to dealers as a "job" lot rather than take them to a swap meet to join the ever increasing piles of books that seem to dominate the stands.

However when it comes to the old Aeromodeller volumes, which start at about 1960 and include much of the history of the Three Kings up to the present time I just hadn't got the heart to dispose of them.

So I set the beginning at about 1973/4 which was roughly about the time when the club was beginning to be known as "that 3 K's lot" and that was about four years after we had obtained permission to use the bit of old airstrip that once formed the main runway at historic Croydon Airport which sadly closed down with the last aircraft which was flown by a Captain Geoffrey Last [that really was his name] of Morton Air Services took off at 18.35 B.S.T. in a Heron on 30th September 1959 bound for Rotterdam.

At 19.46 Chris de Vere took off for Gatwick in a Miles Gemini and at 22.30 the story ended.

Then for the next ten years or so apart from an odd forced landing or so the old airfield dozed away and became a sort of glorified "tip" or a place to exercise dogs and dump or drive old bangers on.

The tarmac run up strip became a flytippers paradise and of course a steady stream of "diddycoys" all desecrated what was a historical piece of land.

Many record breaking names had contributed to the legend that was Croydon Aerodrome.

I then started to try and convince the Croydon Council to allow us to fly control line models under license on the piece of run up strip left at the beginning of the runway.

I don't know how many of you are aware of this but Croydon only had grass runways right up to the end and our bit of tarmac is the only concession to "modern" airliners, to have a firm "boost" for their take-off run.

Anyway to cut a long story short we obtained our license late in 1969, and we have held on ever since. So in a way we are the custodians of part of Britain's Aeronautical History.

The 1973 issue has some pictures and details of the Airspeed Oxford [89" span] made by Derek Goddard for the NATs but did not make it due to control problems. But at least that year we had 8 entries but as one man flew at least three of the models some were disqualified. Mick Staples won that year, and he is still winning 'em BRITISH NATS 1974 HELD at Little Rissington. May 25th.

With five entries and an early start which seemed a good idea but turned out to be a

good idea on the part of the radio flyers who just wanted to get us out of the way so that they had more time and a firm hand on the stop watch ensured just that, anyway we had a flyoff in the evening which went off a lot smoother, but somehow we seemed to have picked up another three competitors.

First was Mick Staples with the Avro 504, then Dennis Ashfield with an Albatros DV followed by Dave Morbin of the 3 Ks flying a Spitfire with plenty of spirit and in fourth position yours truly with a very "skittish" [on the ground] model of a Avia 534 and last years winner J. Skinner with the PZL Wilga which was reluctant to get airborne for some reason these models were in the first four.

Runner ups were Vie Willsons large invasion marked Spitfire [3 Ks], Bernard Sextons very pretty Gee Bee 'D' racer with binding wheel problems [with spats] of course [3 Ks] and J. Sambrooks Mustang. Then last but by no means least Brian Cordwells quite large Thorpe Tiger which when landing had the misfortune to break a wing spar, also the throttle was sticking which prompted the judge Roy Yates to call out "There are no ornithopter options on the score sheet".....

So that was the end of the scale nats in 1974. And reading through the pages a lot of memories come flooding back for instance there was Doug Blake drowned on the Thames in a boating accident, best remembered as a dynamic figure in his role as Chairman of the CL Acrobatic Committee.

Dave Morbin a good friend of mine and an enthusiastic Comp Sec and of course who can forget dear old "spats" Bernard Sexton with his immaculate models of 1930s racing aircraft.

Aeromodeller. VolXL 1975.

And the Editor then was Peter Richardson who was responsible for many of the magazines most interesting articles, like Eric Coates Flying Scale series. Not the most ardent fan of control line models he was in most cases fair in judgment!!

In the Feb issue and in Club News it tells of our first meeting with a man who turned out to be a great friend of the club and many of you will remember him giving the awards at some of our meetings. His name Group Captain P.G.Tweedie and he used to fly the HP42 aircraft out of Croydon his own aircraft was the HANNO.

I struck up a long lasting friendship with him and listened to his stories of flying in the early days with awe, unfortunately his memoirs were never published although I know that he was working on them and I had the privilege of reading some of them.

For instance how they went about a fog take-off in the pre-electronic days by means of a white line painted on the runway.

A firm friend of aeromodelling he refused to sign a local petition to ban model flying, even though his own house backed on to the Croydon field. He passed away in March 1990 aged 88.

A lovely man, well to me he was! About this time the Wolves club had taken over the running of the carrier competitions and stored the SMAEs deck at nearby RAF Cosford where it eventually sank.

There is talk in the Club News of Albert Briggs and his trainer an odd looking machine that will take any size engine and has a massive sprung undercarriage.

Very well known in the CL model world Albert was never a club member but used to come to most of the club meetings and give us his advice!!

THE NATS although held in May at RAF Fittingly the report came out in August, not bad by todays standards .This was a year I remember because I won it but not before a bit of trouble with my measurements on the scale ruler, a device they no longer use.

And the model was of the Avro Tutor with a fully sprung UC that worked a treat. [2] E.Robinson flying a D.H. Mosquito and in [3] A.Briggs with his very fast and tough model of the DH Sea Hornet. Dennis Ashfield came up in fourth place flying an Issacs Fury and followed in [5] by [its that man again] Mick Staples.

This year the weather conditions were quite tolerable, a bit on the windy side but at least the rain held off, which was most appreciated particularly by the campers who covered an enormous area with caravans and tents abounding.

The organising was arranged by the Heswell Club, with the judging in the capable hands

of Vie Willson, ably assisted by Geoff Burkett, better known as the Red Barrel and not because of his size!!

Club News in the November issue tells us that the Court Circular reported that we put on a display at East Horley that included a dog fight between Dave Morbin 1-1/2 strutter and Ken Gardners Fokker D.8 with authentic machine gun sounds from the PA system. And that Vie Willson bravely took on the cream of France at Metz with his D.H. Chipmunk. He was third in static and recorded the best flight giving him an overall second place.

Almost the end, December [brrr] and the good news was that Vie had won the Scale at Woodvale, and the bad....The Council had upped our annual fee by £8. Let me know if you want more???

Wal's News June 04

A brief review of my modelling activities this month.

Well that's soon over!!! But seriously it's been quite a fun time, if it wasn't for my b%@~###y PC! Crashing again, because I have written this all once or something like it, I did all the right things or so I had thought, put in all the save bits in on the file. But left it alone for half an hour and something had pinched all my 'worms'... plus the fact that the screen is getting full of stuff that I don't want.

Anyway forward, onward and upward!!!

Attended the last club meeting along with nine other members and it was quite an interesting one, but I do wish a few more of you could attend, it doesn't drag on too long and we have a few laughs and cups of tea and coffee and we might even make a decision or two!!

One of the decisions this month was that the next meeting was to be held in the hall to assess the possibilities of a fairly regular indoor meeting, but definitely of the quiet type, no RTP rockets, even though they may be a lot of fun, explaining the scorched earth policy to the school governors may take some doing!!

Bernard and I went on a trip to Old Warden a few weeks ago, the weather was perfect for model flying, I think that it was arranged by Ron Moulton as it was his 80th birthday, he looked in fine 'trim' and obviously enjoying meeting all his old and many friends, we had a piece of cake and a glass of wine and exchanged a few words about the past years, a real bit of nostalgia.

He had a model there which was a built by Rupert Moore of a Typhoon which had his patent diaphragm drive AND a retracting and extending U/C. In theory anyway!!

Also me Alan Callaghan, the Church family, Mick and Margarite Staples and lots of other acquaintances, and also did a bit of model flying, it was a good day and in spite of the amazing weather the traffic was reasonable.

The usual problems however, Bernard's was batteries, Allan's throttle assembly collapsed and no one had the right allen, no pun intended, key, my engine fell out and I fell over so what's new!!

Wearing my other hat, the waterproof 'sou-wester', my flying boat has finally had a successful water trial, that is to say it went the right way and stayed up but it wants a bit more 'grunt' (Ed - I have an Open Rat Race K & B 40 that you may like to borrow Wal, just let me know!) in the engine department to get it up on the step, more volts required, and a bigger keel, (a horse shoe ought to do it!!)

I received the BMFA newsletter and the entry form seems even more complicated than usual and certainly more expensive, I still haven't worked out how much the entry for carrier is? I think Andy will be having a few phone calls asking for explanation!

I take that it is just a site entry fee, plus perhaps a camp site permit and you ring up Andy and enter your name or intention to fly and pay on the day, but I suppose we do have a couple of months to finalise it...All will be revealed.

Likewise the Fly for Fun Scale, the times for flight will be announced at Brian's caravan, which will be flying the Three Kings Flag, this will more than likely take place in the evening when the air is calmer.

I had another flight of 1/200 scale models flown in by our old mate in Australia Bill (Hurricane) Miles and he wishes to be remembered to you all and hopes to be coming over next year and staying for about a year and I am sure that a visit to Croydon is on his list.

These tiny models are perfect and have all been researched in Bill's usual thorough way. One of them is the Lanc that crashed a few roads away from the patch after a night raid. I will fetch them up to the next meeting so that you all can see the skill of our old mate.

The last day of May and I had a real nostalgia trip, to Croydon of all places, unfortunately most missed it through lack of publication although (it was discussed a few meetings ago and that was the scale and carrier meeting we must tighten up on our event news.) (Ed – Did anyone tell the Comp Sec???)

As you can imagine it was not a great turn out, in fact only 3 Kings were in attendance. Andy had arranged to have the gates opened and in fact he steamed into harbour at about 8 am, and had the area all set up by 10am when we all turned up.

And for a non event it was quite good being about four scale models and at least eight pilots in carrier.

See you soon,
Happy Landings

C/L Scale

Bernard Seale.

C/L Scale – Bernard Seale.

My 2003 busy spell, mentioned in the last column, continued with a visit to the Marlborough Carrier and Scale competition, which took place on 13th July on the Marlborough College playing fields. Everyone was grateful for the gate that had been introduced into the fencing around the field, allowing permitted users, such as Marlborough MFC, easy access.

Wal Cordwell and I drove down, arriving around 11am, which gave us enough time for some practice flights before the competitions started.

Having broken my second Gloster Gamecock at Boldon the previous week and not quite completed the refurbishment of the first one, I took along my four-stroke powered Martin Baker MB5, profile Grumman Skyrocket and Supermarine Seafire and, for the Carrier competition, my much repaired Grumman Guardian.

Wal took his Jodel D117.

In fact there were two scale competitions, Sport and Profile. It transpired that Profile was being judged informally, without set options for the flight schedule.

This was judged on realism in flight and 'enterprising antics' – and there were certainly a few of the latter! I decided to put the Skyrocket into the air first, and once having got the pair of Webra Speed 20's on song, away she went. This model, my only remaining one on three lines for throttle control, flew well although it wouldn't throttle back as far as I would have liked.

Then something else flew well – the starboard wheel flew off! This resulted in a nose-over landing and although we found the wheel easily enough afterwards, the retaining collet was impossible to locate – not that we spent much time on a lost cause – so the Skyrocket was grounded for the rest of the day.

This was a pity because I had hoped to give the Speed 20s some more running time. The model felt more comfortable on these motors than on the original pair of MDS 25's – that almost pulled my arm off at full chat.

Wal then went up with his Jodel – for a short while! After he had completed a couple of rather fast laps I decided that I ought to go into the centre with him, because he sometimes has a little bit of bother with his circulation these days – control-line-wise, that is – and as I joined him he asked (nay, even begged) me to take over the handle.

After I had wrapped my right hand around the front of the handle, he then let go – and fell over!

I then took the handle properly in my left hand (not my usual flying hand) and had a good flight, although the motor would not throttle back enough unless I physically

pulled the throttle line in front of the handle with my free hand.

Nevertheless, I managed to land and even taxi the Jodel.

On my first Sport Scale competition flight with the MB5 I misjudged the pull-out from a wingover, and at zero feet the starboard wheel contacted terra firma and I was lucky to escape back into the air again.

However, the undercarriage leg had been loosened in the wing, so once again I affected a nose-over landing and retired the MB5 for the rest of the day. Given Wal's circulatory problems, the judge agreed that I could proxy fly the Jodel for him and after a reasonable flight and landing the motor did its usual trick of cutting out before we could execute the compulsory taxi.

However, this was enough to put Wal into 3rd place in the competition.

After my (models) starboard u/c leg problems, I am glad to report that my much-repaired profile Seafire performed almost faultlessly. I say 'almost' because it had been re-engined with an OS 40SF that I had inherited, and it didn't seem too happy in the second part of each flight.

I have since remembered that the SF series was developed with porting to swing larger than normal props for reduced noise output in R/C models, not the smaller props I tend to use for C/L.

I apologise for the fact that this article, thus far, sounds like a 'Wal and I' benefit. Of course, there were others present. Hugh Swatton was, as ever, present with his Lancaster, Focke-Wulf 190, Albacore and profile Bearcat.

Mike Welch flew his DHC Buffalo through a very convincing scale schedule, including steering during the taxi, made possible with 'down the lines' signals – I've got this flight on video, as I also have of Hugh's flight with the Lanc.

Rick Miller flew his profile DH Mosquito very well, as usual, and I look forward to the day when he appears with a fully throttled serious scale model. Bob Phillipps and family were also present, and I'm sure I saw Bob flying his profile Me 109 later in the day.

I eventually got over to the Carrier competition, and 'ditched' during the slow run. As the Guardian hit the 'waves', aka the ground, the nose section (previous repair) broke off, and despite exhortations to apply copious quantities of cyano or fast-set epoxy, I decided to call it a day.

I prefer to execute serious repairs (and a broken nose, whether on a model or myself, is serious) in my workshop and at my leisure.

Wal and I had to depart at around 6pm.

Apparently the flying went on to around 9pm! If we had stayed to the end I would have got Wal home at midnight and myself by 12.30am! Final Scale results were relayed to me at Old Warden, a fortnight later by Mike Welch and are as follows:

Sport Scale.

1 st Hugh Swatton	Avro Lancaster
2 nd Mike Welch	DHC Buffalo
3 rd Wal Cordwell	Jodel D117

Profile Scale.

1 st Bernard Seale	Supermarine Seafire
2 nd Hugh Swatton	Grumman Bearcat
3 rd Mike Welch	Mig 15

I, and I am sure all the other visitors to the Marlborough Club, would like to thank all who took part in the organisation and judging of the competitions. I, for one, will be back next year – subject to the weather forecast of course!

As just mentioned, I then had a fortnight break before the Scale Weekend at Old Warden. 'Break' is hardly the operative word, since I have a long list of jobs to get through at home – most items on the list have nothing to do with aeromodelling! In the end, I decided NOT to take my only flyable Gloster Gamecock along, with only another fortnight before the Scale 'Nationals' – just in case I got a different sort of 'break', and with my recent record that would have been on the cards!

So I travelled with the pair of little Martin Bakers, the profile Seafire and the Grumman Guardian for Carrier. Wal took along his profile Bearcat, for the Carrier competition

The only Carrier class being contested was Class 1, so I ducked out there, not having a model built for that class nor a set of the correct length lines even if I had been prepared to enter the profile Guardian and forego the scale points.

Also, the SC53 motor was 0.13cu.ins over the capacity limit. With two circles being occupied by the Carrier decks, there was really only one other circle available on the mown grass for scale models, but this had to be shared with a number of individuals who seemed to disregard the fact that this was a SCALE weekend meet.

It was nice to meet up once again with Tim Bland and Dave Benfield, who I had last seen at the International Model Show at RAF Halton last year. Tim was flying a profile B25 Mitchell bomber, converted to C/L from the Aerotech R/C kit in a rather unusual bright green colour scheme. It is powered by a pair of OS 40FP motors and like most twin-engined models, whether two or four stroke powered, sounded lovely in the air.

He also flew a very nice Supermarine Sea Fury, but I didn't get any more details about this model. Dave had brought along a profile Westland Wyvern which, I was informed, was originally built by Ian Peacock, as the prototype for his set of four plans on one sheet for Carrier competition – my Seafire was built from the same set of plans. Tim and Dave are using 'down the line' signals courtesy of the Bill Young system from America, mentioned in this column early in the series.

Wal had a couple of sedate flights with his Bearcat and was then given the job of informally judging the C/L scale models. I had a couple of flights with the Seafire, now re-engined with an MDS 48, which sounded nice and quiet. I also flew the little OS 26FS powered MB5, but once again loosened an undercarriage leg – I must remember to land under power because the glide when the engine cuts is virtually non-existent.

Unfortunately, the photographs I took of this event did not come out! Tim has since sent me some photographs showing the construction of a Hawker Tempest V that he is building from the Brian Taylor plan.

I must try and get mine finished so that we can fly them in formation!

So, another two weeks and it was off to the re-arranged Scale 'Nationals', but I will say little more here because the F4B competition was reported in full elsewhere.

Suffice it to say that the weather was not typical Nationals weather – it was very hot once the morning mist had burnt off and the only wind was that produced by the occasional thermal! Next time I hope to tell you about another pair of meetings that I have attended.

Round & Round

Duncan Bainbridge

Well it's that time again....

World Champs time.



What a competition it seems to have been, well run with all the American showmanship, flags, fireworks and a country and western band.

Twenty eight nations competed for the greatest honour of being the best in the world and as far as I can tell all bathed themselves in glory.

F2A

Well done to that British supremo of Speed;, Pete Halman who got a third place, beaten unfortunately by the fastest man in the world for the third time, Luis Paramon of Spain.

F2B

Congratulations especially our very own Roy Cherry who put in a fantastic performance in aerobatics, showing the Three Kings flag at the international level.

Well done mate, onwards to victory at the next worlds.

F2C

Also congrats to the French Surugue brothers who continued the French domination of F2C and showed the Ukrainians and the Russian and the rest of the world how it is really done.

Winning with a time of 6.42.7 and a blistering heat time of 3.09.6.

Well done also to the UK dream team of Steve Smith and Colin Brown who turned in a great performance of 3.16.4, sadly not quite good enough.

But I still think Steve is one of the best pilots in the world along with Rob Fitzgerald from Australia.

... but I might be biased.

F2D

Well; that was an all Russian event but the UK put in a good performance as did some of the Aussie juniors, good to see the kids giving the oldies a solid run for their money.

Hopefully I will have some photos for the next issue.

Results

F2A

1	ESP Luis Parramon	295.9 Kph
(countback)		
2	FRA Jean Magne	295.9
3	GBR Peter Halman	292.5

F2B

1	USA William Werwage,	6126.5
2	CHN Xinping Han,	6111.0
3	FRA Remi Beringer,	6074.0

F2C



1 FRA Pascal Surugue / Georges Surugue,

Heats

3.17.7,
3.21.5.
3.15.6.
3.09.6,
3.25.2

Final 6.42.7

Winning model details from Roland Surugue

Engine:

Yugov 303 from 2003.

Model :

Own design "Black Spirit"

Type :

Molded Carbon covered wing with a Yugov carbon fuselage kit,

3.18.9,

3.16.7,

Props:

3.41.7,

Own design molded and tuned to local conditions "Darwin" props.

3.16.1

(Does this mean some French form of Natural selection? We wonder?)

5 FRA Fabrice Picard / Claire Perret

Fuel :

Heats

Ether 35

3.17.7,

Castor 10

3.27.5,

JetA1 55

3.19.9,

+1,2 Dii3

3.19.4,

+1,5 per 1000

3.29.3

Lubrizol 52 pre mixed in Kero

+ 0,2 TEL per 1000 also pre mixed in Kero

2 UKR Valeriy Kramarenko / Yuriy Chayka,

6 SWE Bengt-Olof Samuelson / Kiell Axtilius

Heats

Heats

DNF 1,

DNF 88,

3.20.2,

3.18.9,

3.17.1,

3.19.9, 3.19.4, 3.29.3

3.15.3,

3.23.2

Final: 7:02.0

7 GBR Steve Smith / Colin Brown

Heats

3 RUS Yury Shabashov / Vladimir Ivanov,

3.22.6,

3.18.4,

Heats

3.16.4,

3.15.9,

DNF 68,

DNF 49,

3.28.4

3.12.4,

3.11.5,

DNF 83

Final DQ: 185

8 RUS Viktor Averine, / Viktor Martchenko,

Heats

4 FRA Thierry Ougen / Roland Surugue

3.25.3,

3.18.0,

Heats

3.21.4,

DNF 35,

DNF 81,

3.33.7

9 RUS Andrey Yushenko / Viktor Yugov

Heats

3.21.7,

DQ 0,

3.16.7,

DQ 0,

DQ 0

10 ITA Giancarlo Martini, / Marco Menozzi,

Heats

3.28.9,

3.32.9,

3.19.4

11 AUS Robert Fitzgerald, / Mark Ellins,

Heats

3.48.3,

3.23.7,

3.20.0

18 Bernie Langworth, / John Broadhead,

Heats

3.29.4,

3.42.6,

3.25.9

20 Dave Fry, / Andy Whorton

Heats

4.40.6,

4.05.6,

3.34.3

F2D

1 RUS Igor Trifonov, 8-1 W

2 RUS Alexander Shalaev Jr, 7-2 W

3 RUS Boris Faizov, 6-2 W

The American Carbon F2C Model from Aron Asher (CHECK)

The wing has been a year long project, learning by mistakes.

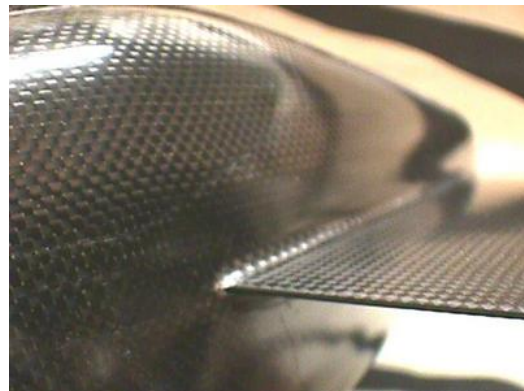
The skin in 2.4oz. carbon over Rohacell 31, 2lb density with a carbon spar and balsa frame.



A good wing will come out between 84 and 88 grams with no controls.

I have two completed models with balsa fuselages.

One model compared to an all balsa model is .4 to .5 seconds faster with the carbon wing.



I just finished the new fuselage so I don't have a model completed to compare. The last model finished out at 342 grams.

The new fuselage only weights 21 grams.

I use the Viper engine.

Fly Away's ????

Thanks to our Aussie on the spot reporter Mark McDermott for the details and to John Hallowell.

Whatever happened to "if it ain't broke, don't fix it"??

I don't recall too many flyaways in F2C.

Speaking of leaving the lines... with this ongoing bunfight about racing lines in full wing, perhaps it's time to spare a thought for some of our fellow control line flyers.

I know you'll all get a laugh out of this one!

Things don't always run smoothly when you fly in the other disciplines.

F2C enthusiast Rob Owen is also a combat whizz.

A few weekends before the world Champs, Sydney based Rob was in sunny Queensland, Australia, flying Open Combat at their State Championships to help tune up his reflexes for the Worlds.

During a bout at the Logan flying field just south of Brisbane, his lines were cut and he had a flyaway. The Nelson .36 powered combat wing went up and up, circled around, flew out of the park and into the nearby sewerage farm.

You guessed it... Rob was well and truly in the shit!

The model had landed in the middle of a large 20 foot deep raw sewerage tank! It floated for a while and then was hit by automatic sprinklers.

That was the beginning of the end...

With a burst of bubbles, it gurgled to the bottom and could not be recovered. As far as Rob knows, it may never be found.

Life can sometimes get a little crappy in the Combat circle! :-)