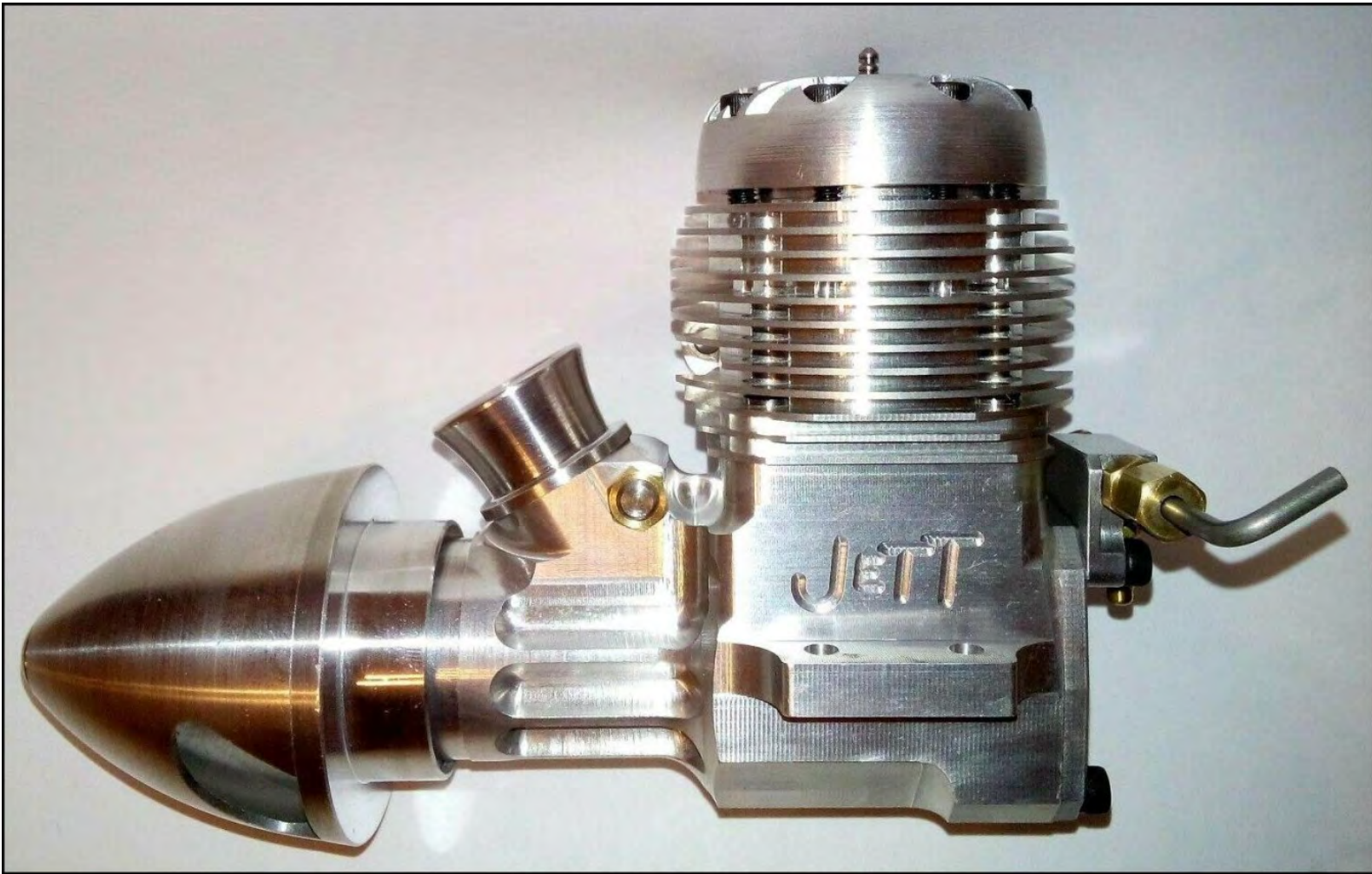


CONTROL LINE COMPETITION NEWSLETTER

RACING • SPEED • COMBAT • STUNT • CARRIER

APRIL 2019
TARIFF FREE



This bar-stock Jett 40 was on eBay for \$499.99 plus \$35 shipping from Kazakhstan. Neat!

In this issue: Brodak 2019 rules for Fun Carrier & four Speed events (Two-Way-Stunt-Speed).
New Zealand 71st Nationals Report.
Ken Burdick reviews a laser cut Nemesis kit from Hobbins Hobbies.
Gran Canaria F2A World Cup.
Gold Country Combat Duel results.
More contest flyers, load up the car and pack your bags.
MASA Control Line State Championships Monarto, South Australia.

Contest Calendar

April 26-28 2019	Dallas Spring Warmup Air To Air Combat/Speed/Racing
April 27-28 2019	Bob Palmer Memorial Combat, Carrier, and Stunt Meet
May 18-19 2019	Strathmoor Contest Rouge Park, Detroit
May 24-26 2019	Northwest Regionals AAA Roseburg, Oregon
May 30-June 2 2019	Karlskoga World Cup in Sweden
June 2 2019	Wisconsin State C/L Championships in Mukwonago, WI
June 10-15 2019	Brodak Annual Fly-In
July 12-13 2019	F2A Team Trials in Muncie John Moll CD
July 12-14 2019	F2d Team Trials in Muncie Triple eliminations
July 14-20 2019	AMA C/L Nationals in Muncie, Indiana
July 14-20 2019	European Championships Pazardzhik, Bulgaria
August 9-11 2019	Bladder Grabber 41
September 7-8 2019	Michigan State Meet Rouge Park
September 14-15	F2C Team Trials Hobby Park, Garland, Texas
September 26-29 2019	USA and Canada World Cups, St. Louis
October 11-13 2019	Dallas Fall Finale Air To Air Combat/Speed/Racing
October 12-13 2019	Sin City Combat Clash Las Vegas

Before you set out on a cross-country trek check with the CD or ED to confirm contest dates.

Link to F2 World Cup Events: <http://www.fai.org/world-cups/f2-control-line>

Link to Weather Underground: <http://www.wunderground.com/>

Link to Flying Lines: www.flyinglines.org

HOBBY SUPPLIERS

Partner Productions: Current & Vintage Speed Plane plans. Box 205 Maple Ridge, BC V2X – 7G1 Canada 604-612-4060 cpartner@telus.net Chris Sackett

Eichenberger Products: Carbon Fibre and Composite Epoxy/Glass props for Speed and Racing. Carbon tops for 21-40's and more. Steve Eichenberger 480-730-0016 seichenberger@cox.net

Old Magazine Plans On CD: e-mail Tom Wilk at: tawilk636@live.com
If he doesn't have it, you probably don't need it.

Eliminator Props: <http://eliminatorprops.com/store/>

BMJR Models: Freeflight, R/C, Control Line and Accessories. www.bmjrmmodels.com



Mike's Racing Products: See June 2012 S.C.A.R. Newsletter

http://controlline.org.uk/phpBB2/files/mikenorthlist_209_423.pdf



OPS Engines America: Bill Hughes williamhughes4@att.net

Engines/Parts Prices start at around \$150.

Core House: <http://home.earthlink.net/~philcartier/webcat/catalog.html>

Kits, cores, SLC covering material

Marc Warwashana: Don's wheels, fastfills, etc. whellieman@gmail.com

Pat King's website: www.pdkllc.com Mockingbird Slow Rat and more.

Brodak Manufacturing: <http://www.brodak.com>

Douglas Mayer Model Airplane Plans: Multiple Goodyear plans, Turbo Mouse I, Alley Rat II Quickie Rat. All plans **FREE** as a PDF, \$15.00 for hard copies.

Douglas Mayer Douglasmayer58@gmail.com 310-463-0525

Adriano Molteni: Ultra high quality flying lines, Nelson style plug, F2d models, props and mounts. adrieanto@gmail.com

The Craftsman: Stunt and Racing Engine Tuning (OS, S.T., Fox, K&B, Cox) Custom Kit Building - Ready to cover. Contact: **Jed Kusik** jedeeflyer@aol.com

Doctor Diesel (Eric Clutton) P.A.W. Diesels: www.cafes.net/doctordiesel
doctordiesel@cafes.net

Streamer Shuttle: <http://streamershuttle.blogspot.com>

Sportsman Goodyear: Parts and accessories including venturis and needle valve assemblies for the Magnum/ASP 15, landing gear, and fuel tanks. billbisch@hotmail.com

ZZ Props: Full line of quality Glass & Carbon Fiber props for Control Line Speed & Racing. Contact Mike Hazel at: 503-859-2905 Day Phone or 503-871-1057 24 Hour Phone
zzclspeed@aol.com



MBS Model Supply

P.O. Box 240 Auburn, KS 66402-0282 <http://mbsmodelsupply.com/>

Phone: After 5:00p.m. Central time or weekends only (785) 256-2583 Cell: (785) 221-7042

The ASP 15 with proper venturi is now available from MBS Model Supply for \$80.00.

TCA Racing Accessories <http://www.tca-srl.it/Home/SITO/index.html> High tech Italian glowplugs, click on the Blue Line (Nelson and GloBee styles).

E-mail for info: Antonio.Giandrini@gmail.com or Adriento@gmail.com

Robin's View Productions: Foam wings, cores and Lost-Foam building fixtures for built-up wings. Nifty electric motor mount called the Hardnose Mount also available. PDF building manuals available for free! Just e-mail your request to Bob Hunt. robinhunt@rcn.com

Doug Galbreath: Cyclon 049, Nelson 65, and Audio Tachs 530-757-6058
3408 Topsail Place Davis, California 95616

Lee Machine Shop: Syringes, venturi selection for many engines, prop bushings, motor mount drill guides, etc. <http://www.leemachineshop.com/> sales@LeeMachineShop.com
827 SE 43rd Street Topeka, Kansas 66609 785-266-7714

Planet Hobby: NovaRossi aircraft engines are the world's standard for power, performance, and reliability. Phone: 901-755-1536 Web address: www.PlanetHobby.com

Fuel Shutoffs: Dale Long: DirtyDshutoffs@dslextreme.com Guaranteed to work!
USA only.

Enya U.S. Engines+Parts: Complete Enya parts inventory. We specialize in C/L parts. Call or e-mail for your needs. Shipping worldwide. [Http://stores.ebay.com/thecontrol-linestore](http://stores.ebay.com/thecontrol-linestore)
Bob Brooks 954-234-0863 shatterman@aol.com

Microfasteners: Hobby enthusiasts of all types trust MicroFasteners for all of their hardware needs. www.microfasteners.com info@microfasteners.com 1-800-892-6917
610-438-6177 Kathy Bechtel - Owner

Engine Gaskets: ICBIMproducts.com Laser cut gaskets for current and Vintage engines.
Larry Berman – Owner lounlou@aol.com

Membership For Everyone



National Control Line Racing Association: <http://www.nclra.org/>

Membership is now FREE! Go to the NCLRA website and click on the **Join or Renew** tab. Members, as well as Non-members, can view all the electronic newsletters from October 2002 through the most recent (January 2019 as of this posting). A paper copy of the newsletter will incur a \$10.00 fee. NCLRA President Bill Bischoff has added NCLRA to the Vendor's Corner on Stunt Hangar, here's the link: <http://stunthanger.com/smf/nclra/>



Navy Carrier Society: <http://www.navycarriersociety.org/joinNCS.aspx>

Electronic Membership for 2019 is FREE! Printed newsletter is \$10.00.



North American Speed Society: <http://clspeed.com/membership>

Membership is \$35 for USA and Canadian residents and \$45 international. A special membership with a digital only newsletter is available for only \$20.00. PayPal OK



Combat Flyers Association Vintage and F2d Combat in the UK.
<http://combatflyers.co.uk>

Contact: Admin@combatflyers.co.uk

They have an excellent newsletter too, send them an e-mail and ask that you be added to the mailing list (be humble).



MACA Miniature Aircraft Combat Association: <http://www.macasite.org/>

MACA doesn't have a newsletter but you can get current contest results, new products, and comments from members on their Facebook page: <https://www.facebook.com/groups/107346039286541/>



Academy of Model Aeronautics

<http://www.modelaircraft.org/> If your permanent residence is outside the USA and you want to compete in AMA sanctioned contest be sure to check out Affiliate Membership.



PAMPA Precision Aerobatics Model Pilots Association

<http://www.pampacl.org/> Digital Membership \$28.00 Print \$53.00 USA
Print Canada & Mexico \$63.00 Print International \$88.00

Caveat Emptor, let the buyer beware. The March newsletter had been out for barely an hour when a warning was received from one of the European flyers. Some of the (very) expensive take-apart stunt models use a cast metal structure to hold the bits together, apparently inferior to the more robust machined structure. He had witnessed two structural failures causing total loss of the models. The model in the March issue might be in the "at risk" group....or not. Just be careful when large sums of money are at stake, do your research.

The Editor has made an effort to remove any fly-by-night vendors but just because someone is listed in the Hobby Suppliers section doesn't imply they're vetted. During the 17 years I wrote the Combat column for Model Aviation probably half the letters I received started with "Can you help me get my money back?" If you send money off to some far away place be aware you probably have no recourse if you get nothing in return. People in cottage industries usually start off doing favors for friends which then turns into a small business, in other words, work and not fun anymore. It's a running joke about who has waited the longest to receive their tuned racing engine from a *well known* engine hop-up specialist. *Ed.*

Brodak Speed Events for 2019

Paul Smith Air Vice Marshall

There are four speed events with three awards per event.

Models, engines, lines, and pull test will be per NASS Perky rules, and Saint Louis Fox 35 Stunt Speed rules.

Two Way Sport Speed is a unique event without rules published elsewhere. This event has been created in response to the need for a participation speed event.

A contestant may use several models. Only his fastest score in each event counts.

Time-permitting, a contestant may make several scores per event.

An airframe and/or engine may be used by only one contestant.

These fun speed events are designed to give the flyers a good chance to work with their models and improve performance. There are no specific time limits or numbers of attempts.

Lines and Laps.

- **Perky:** .014" x 52'-6": - 16 laps from a standing start.
- **Two Way Sport Speed:** .015" x 59'-6" - 14 laps from a flying start, 7 laps each way.
- **Fox 35:** .016" x 60'-0": 14 laps from a standing start.

Fuel

- 10% nitromethane with 20% oil for Perky
- 5% nitromethane with 25% oil for Fox 35 & Sportsman
- 10% nitromethane and either 20, 22, 25 or 29% oil for Two Way Stunt Speed

Two Way STUNT SPEED

This year there are two classes, Sportsman and Expert. Experts are defined as:

- Those who have exceeded 100 MPH in Fox 35 or Perky Speed
- Those who chose to enter expert
- Sportsman who achieve a score that wins an award in Expert

All flights must ROG. Seven laps must be flown CW and seven laps CCW on the same flight. The score is the total of the best seven laps in each direction. Contestants may make several half-mile runs during a single flight with the best time in each direction used for scoring.

Scores will be posted in MPH to the hundredth. The event will be held on the paved circle on Wednesday morning. In addition, there may be an opportunity to get official flights in on Monday and Tuesday. The event will close out at 1 PM Wednesday.

This is a participation event. The intent is to provide an event that can be flown with stock engines and sport/stunt airframes.

Airframes – This event allows only sport planes with built up or foam airfoil wings and the general configuration of a sport plane and are capable of doing basic aerobatics such as a lazy eight and the reverse wingover. The airplane must take off and land with a fixed landing gear.

Engines - Only stock plain bearing baffled-piston engines of the nominal 36 size are allowed. Any fixed venturi is permitted. The suction fuel requirement effectively limits choke area. All Johnson, Nelson and Supertigre engines and Foxes other than the 35 Stunt are excluded. Allowable engines are Fox 35 Stunt, OS Max, K&B, Enya, McCoy, and Veco.

Brodak Fun Carrier for 2019

This is an all new event designed to preserve the key elements of the old US Navy Carrier event; takeoff from the deck, high speed, low speed, and landing on the deck while excluding hard -to-get specialty equipment that limits participation in the current classes.

Rules

This event is governed *only* by AMA General Rules, Control Line General Rules and this document.

Equipment

Engine – A stock .25 (*or smaller*) engine with the factory throttle. The factory muffler may be used, removed or modified, but use of a different muffler is prohibited. The engine must run in the standard counter clockwise direction.

Throttle Control may be either mechanical 3-line or 2.4 RC.

The minimum line size is (2) .015” or (3) .012” X 59’-6”.

The airplane must have a landing gear that supports it with engine running. The leadouts may not move during flight.

There are no other restrictions.

The pull test is 30 pounds.

This event will utilize the same deck as other carrier events with the addition of a “ramp strike” cable across the middle of the ramp.

There is no BOM. Models may be loaned, borrowed or shared. If the same model wins more than one award, all but one will be scratched.

Flying & Scoring

There is no need for the flyer to call anything. All scoring is done to a schedule.

The model must take off from the deck without touching the ground to score 25 points. If the model touches the ground but continues to fly, the flight continues without the takeoff points.

High Speed flight will be scored beginning on the second lap after takeoff and continue for 7 laps. The high speed score is capped at 75 MPH (24 seconds). The usual rules Vis a Vis whipping and high flying apply.

Low Speed Flight will begin **four** laps after high speed and continue for 7 laps (*less any penalty laps*). The minimum allowable low speed is 15 MPH (*120 seconds*). **The low speed score is the low time divided by 2.4.** Thus, the maximum low score is 50 points. Each offense during low speed will be penalized by shortening the distance by one lap. Offenses are touching the ground, stopping, backing up, and going vertical. (*Note; this formula concedes a 75 MPH high to all contestants for low speed scoring*).

The Landing may be made any time after completion of low speed. The model must come to rest on the deck **with the engine running** to score 100 points. A landing with the model in normal upright position with the engine stopped will score 80 points. If the model comes to rest on the deck in any other position, the score is 50 points. Zero points will be scored if the model touches the ground after Low Speed. A ramp strike will be called if a cable across the middle of the ramp is touched and the score will be zero.

The maximum total score is takeoff (25), high speed (75), low speed (50) and landing (100) for a total of 250 points. A contestant who scores 250 will be allowed ONE more attempt to establish a backup score.

71st New Zealand Nationals Results by Bryce Gibson

The 71st Model Flying New Zealand nationals were held over New Year 2018/2019.

That's a very simple statement for what is now a very complex event. Due to the lack of a hard circle near Nationals HQ in the Waikato, the hard circle events were flown at the purpose built CL facility in New Plymouth approximately 200 KM away by road. New Zealand Roads are small and twisty so that's a three hour drive away.

As a result the Nats became very spread out in time as well as space, starting on 30 December and finishing on the sixth of January. This had serious consequences as not all contestants were able or willing to take ten days or more with travel to compete. As a result F2D and 1/2A team race weren't flown at all.

Weather conditions were generally good, I hope we get the same weather for the next nats, they will be held at Carterton where we have multiple grass circles and a hard circle all on the same facility.

Glen Lewis had an outstanding nationals a win in speed limit combat as well as percentage speed and flew Sportsman and F2B... a busy ten days.

Classic A Team Race (unofficial event)

Graeme Christie	10:05.02	Final
Rod Brown	10:44.62	
Don Robinson	10:53.41	

Slow Goodyear

Rod Brown	8:08.35	Final
Robert Wallace	8:21.81	
Steve Hanson	88 laps	

Percentage Speed

Glen Lewis	98.03	F2A
Carl Lickfold	95.26	F2A
Brendan Robinson	82.58	Class 5
Don Robinson	68.44	Class 5
Robert Wallace	58.40	Class 5
Andrew Robinson	Attempt	Class 5
Neil Lickfold	DNF	

FAI F2C Team Race

Graeme Christie/Rod Brown	6:50.92	200 Lap Final
Glen Lewis/Robert Bolton	6:56.17	
Andrew Robinson/Brendan Robinson	7:18.59	

Classic B Team Race (unofficial event)

Steve Hanson	5:11.00	Best heat
Rod Brown	5:18.47	No final flown, one flyable model remained
Robert Wallace		

Fast Goodyear

Rod Brown	3:54.25	Best heat
Robert Wallace	5:07.00	
Graeme Christie	DNS	

F2F/Classic FAI

Rod Brown	8:27.04	NZ Classic Record
Robert Wallace	8:42.99	NZ F2F Record
Don Robinson	10:30.25	

Class B Team Race

Graeme Christie	7:44.16 Final Race Time
Robert Bolton	8:57.84
Robert Wallace	45 laps

FAI F2B Aerobatics

Loren Nell	2150
Kevin Barnes	2017.5
Daniel Munro	1997
Kim Webby	1995.5
Owen Rogers	1975
Glen Lewis	1728.5
Robert Wallace	1431
C.W. Allen	414
Phil Corfield	314

Sportsman Aerobatics

Glen Lewis	628.5
David Thornley	584
Phil Eldridge	515.5
Graham Duncan	492.5
Tawhai Webby	316.5 Junior
Phil Corfield	192
Jonathan Allen	151

Classic Aerobatics

Kevin Barnes	695.5
David Thornley	608.5
Gerald Wimmer	607
Graham Duncan	578
Tawhai Webby	324 Junior
Otto Wimmer	177 Junior
Max Wimmer	53 Junior

Slow Combat

1. Glen Lewis
2. Robert Morgan
3. Graeme Christie
4. Kevin Barnes
4. Robert Wallace
- Carl Lickfold
- David Thornley

MASA Control Line State Championships in Adelaide, South Australia



(left to right) Bruce Bellis 2nd (3-2), Murray Wilson 1st (Undefeated), Leon Baird 3rd (2-2)

Fiona Wilson photo



First qualifying round for the 2020 World Championships in Poland was held in Monarto near Adelaide in South Australia. The Adelaide Model Aerosport facility can be found on Google Earth, it's just off Old Princes Highway. Below are the fastest qualifying times from four rounds.

F2A	Murray Wilson	12.59	John Walker	13.08
	Rob Fitzgerald	12.66	Mark Ellins	13.62
	Richard Bellis	12.73	Bruce Bellis	13.18
	Ian Thompson	13.08	Harry Bailey	14.15

F2C	Fitzgerald/Ellins	3:10.58	3:12.34	40L DNF	3:16.66	6:22.35 Final
	Letchford/Sherburn	3:31.32	63L DNF	3:30.06	3:22.11	129L DNF
	Wilson/Poschkens	35L DNF	3:19.05	3:18.36	33L DNF	-

Wilson/Poschkens lost a model and engine in the fourth heat, so did not fly in the final.



EVOLVED OVER A two year period of intensive flying, this is the seventh such design that we have flown – each one being better than its predecessor. By 'better' we mean that it is faster, lighter, easier to construct and has better flying characteristics to cope with the frequent strong winds that are encountered – and of course 'hard' races. All the models have been tested in a wind tunnel in order to compare drag characteristics etc, and so all the improvements have been tried and tested in a controlled, reliable, environment.

In the sport of FAI class team racing, the model building really starts with selection of an engine. We have tried most makes – even made them ourselves – but in order to have time to make and fly models, we have found that the Bugi engine, in its standard form, is the best choice. It can outperform most other engines, but they are not easy to obtain.

Our engines, when fitted with a 3-1mm internal diameter carburettor all do 16,200–16,300 rpm when fitted with a 8x8in blue Kavan prop in weather conditions of 15°C, 760mm Hg, humidity 45 per cent. However, we have seen some Kavan props that are 600 rpm faster, so be careful when the talk is about rpm figures. The only changes we make to the engines are to fit aluminium bolts, a compression lock and modify the filler valve as specified on the drawing.

Until now we have seen no effective way to improve a Bugi, except by reducing its weight. The only weak point seems to be the cut off spring, which can be pulled out of shape if the bellcrank gives too much down movement. The pan is made from dural and not aluminium, because of its greater strength/weight ratio, and because the threads are less likely to strip. The tank is made from 0-4mm steelplate to avoid blowing out during filling

KLOTZNORUTSKI

Top FAI team racer by Denmark's Luis Petersen and Jens Geschwendtner



Harry Bailey with pitman Ken Hunting holding their Classic FAI Klotznorutski.

Harry is the Editor of the Australian Control Line News (ACLN).

Classic FAI Team Race was flown at the South Australia Championships.

**1st Place was Rob Fitzgerald and pitman Paul Cameron (R250).
200 lap final time: 9:00.9**

2nd Place was Harry Bailey and pitman Ken Hunting using a replacement model (Fora) when the wheel fell out of the Klotznorutski. Final: 9:59.1

3rd Place was Murray Wilson and pitman Neil Baker using a Nelson powered model. Final: 179 laps DNF, broken prop.

The F2C proposal, made by Walt Perkins, was printed in the December 2018 newsletter with a summary of comments (sent to the newsletter by several active F2C competitors) in the January 2019 issue. Several, in this case, meant three opinions. Admittedly, the summary was very general and did not address every point plus an effort was made to avoid attributing comments to any person. The following was received from an *anonymous* source and is printed as received. The print (in black) is the original summary and the print (in red) are comments from this *anonymous* source.

Walt's F2C Proposal: Even though responses were supposed to go directly to Walt Perkins a few still ended up coming to the newsletter. Rules stability seemed to be the main concern, ten years without any technical changes would be just fine. *We can agree on that! It would be nice but not likely with the governing body willing to find solutions for problems that really don't exist! Remember when they said the world's F2C sites were in danger of being eliminated due to 'noise' and we needed mufflers to continue? Oh and right here in my back pocket I have the miracle muffler design that I can sell you...how many do you want?* Some competitors are heavily invested in current engines and planes. *Who isn't?* One person mentioned having 18 carbon wing models. *That's self-induced pain...you can only use three per contest. Oh, you mean you have 15 obsolete, worn out 'dogs' and three crisp contest models? Well, so does everyone else!* He's not interested in changing to a new model that is double the size, goes much slower, and will be more difficult and expensive to transport. *Try flying F2B- then you'll learn what big, slow, and expensive-to-transport really mean! The F2B guys learned how to make take-apart models to solve their transportation problem! Surely the F2C community is as smart as the F2B community...aren't they?* He pointed out that his current model box holds two planes (*Only two? How do you transport the third model?*) and isn't subject to excess baggage charges and everything fits in his small car. *I'm sure plenty of F2D pilots drive small cars and somehow get by with transporting multiple large models- are they smarter than the F2C guys are? Or, is this an irrelevant argument? It smells like a diversion!*

Another competitor said that most (*As in more than 50% of the world-wide population of 300+*) current teams would sit on the sidelines and watch the grass grow rather than fly big slow models which might not attract new teams anyway. *Oh really- is this your opinion or is it backed by any kind of fact? Got a poll result to back up the statement? Can you name the approximately 150+ teams that comprise this 'most' majority?* Right now a very good airspeed would be 17.0 seconds for ten laps, so flying at 26.0 seconds (*I was thinking more like 20- 22 seconds- would that be acceptable?*) might enable more pilots to safely fly the event (*What..WHAT?... are you saying the 17 seconds airspeed is unsafe for 'some' pilots OMG, a safety emergency!*)....if they actually compete. *Oh, they will- racers are racers at any speed. Why else do we have half-A mouse racing?*

The use of a standard diesel fuel seems like a great idea (*It is! But the more correct term should be 'standard fuel FORMULA'.*) but it was pointed out that there is no such thing. *There could be a standard fuel formula very easily.* Highly refined hydrocarbon solvents such as Exxsol D80 and Shellsol D80 (*and don't forget the other three ingredients- castor oil, ether and ignitor!*) can be totally different when manufactured at different locations/countries. *Well, duh! Everybody knows that! So what?* The question is how do you practice with something that you do not know about a half world away? *The same way F2A guys do it. Practice with your 'standard fuel formula' at home and then change engine geometry and prop dimensions at the contest to suit the supplied fuel. You mean the F2A guys are smarter than the F2C guys?*

Right now the focus in F2C is noise (*and what a shame that is- thank you BO, RM, PH and friends*) and a new tongue muffler will be used in 2019. *What, a change that obsoletes your three good models/engines and costs more money to resolve? How is that OK when the noise reduction of these new profit-making devices is marginal, at best? Just think how much noise reduction could be possible when some smart racer figures out*

now to bury a tuned pipe inside the larger fuselage if the model size were doubled! The learning curve will be steep as it was with the 3mm venturi restriction. **No problem, for a good racer.** Initially, it looked like a real boondoggle with a few teams able to fly a 100 lap heat with one pitstop. **And then the racers did what they do best- adapt.** Now that two stops is mandatory it has opened up pit strategy and good settings with 3mm are a lot easier than with 5mm. **No, this is incorrect...twice.** The emphasis will shift from a quest for 50+ laps at any speed back to fewer laps at highest possible speed...and there goes the mythical 'pit strategy'. Same old difficult setting struggle with the same pitting congestion as before the 3mm venture change (another example of an ill-advised indirect solution that provides only a temporary remedy- thanks again BO, RM, PH and friends. Struggling to find range seems to be a lot harder on engines than making horsepower. **Really, is that revelation your opinion?** Guess what, it has ALWAYS been difficult to find range. I'll give you an opinion: air speeds will soon be under 17 seconds for 10 laps with this new two-stop racing format and the racing carnage will continue. More models will be relegated to the scrap heap as new designs emerge and some teams will finally contemplate watching grass grow. But don't worry, two-up racing and .020" thick lines will solve that- who wants to be the first to propose those changes? Well, that's a summary of the comments received here, we'll hear from Walt next month. **I heard Walt retired.**



Model Aviation has cut the Combat column to twice a year but that's better than other legacy events like Racing, Speed and Carrier. Stunt will continue with Joe Daly taking over from Bob Hunt. The *Intelligentsia* at AMA/Model Aviation seems to have forgotten their roots. Maybe once the magazine is printed in Newspeak only the proletariat (Proles) will just fade away. ModAv will have extra room for money making advertising and the Bourgeoisie favored endless drone articles.

It's not the end of the world and possibly ModAv has actually done real modeling a favor. Forums, newsletters, and sites like Facebook are much more current than ModAv's *same decade* reporting of events or non-reporting. When is the last time you've read a report on the Control Line World Championships?

AMA's Chief Financial Officer Keith Sessions (April 2019 ModAv) blames decreased membership and non-dues income, increased expenses.....oh, just go read his column.



Atlantic Gran Canaria and Atlantic Gran Bretana World Cup 21-22 March 2019

Atlantic Gran Canaria F2A results:

1.	Paul Eisner	Britain	299.8	292.4	0	302.8
2.	Pavel Rebrov	Russia	297.5	287.9	299.1	0
3.	Peter Halman	Britain	295.8	292.2	296.7	294.3
4.	Francisco Jimenez	Spain	277.0	281.9	283.9	287.3
5.	Jose Sanchez	Spain	258.3	283.4	0	239.1
6.	Eliseo Carracedo	Spain	240.3	240.3	0	0
7.	Miguel Gonzalez	Spain	148.0	0	144.7	141.5
	Oleksandr Osovyk*	Ukraine	0	294.6	0	302.6

Atlantic Gran Bretana F2A results:

1.	Paul Eisner	Britain	295.8	0	288.4	0
2.	Peter Halman	Britain	0	DNF	294.4	293.9
3.	Jose Sanchez	Spain	0	0	281.1	0
4.	Eliseo Carracedo	Spain	0	280.7	228.3	0
5.	Pavel Rebrov	Russia	0	0	275.0	0
6.	Miguel Gonzalez	Spain	135.7	-	129.0	0
7.	Francisco Jimenez	Spain	0	0	0	0
	Oleksandr Osovyk*	Ukraine	296.4	0	294.4	301.2

*Oleksandr Osovyk flew at both World Cup events but was apparently not officially entered because he is among a group of Ukrainian flyers without an FAI license. As of this printing the problem with their national organization hasn't been sorted out. Some Ukrainian flyers are now using a license issued by Moldova.

Other than the official results and a couple pictures there wasn't much in the way of technical details on the F2A Facebook page. One would assume Osovyk used a Profi and Eisner and Halman would have used the Halman 15R.

Gold Country Combat Duel March 30-31 Spiva Field, California

High Performance 1/2A Combat

1. Chris Collins
2. Chuck Rudner
3. Russ Wilcox

80mph Speed Limit Combat

1. Chuck Rudner
2. Chris Collins
3. Greg Machen

Triple Elimination F2d Fast Combat

1. Greg Machen
2. Pete Athans
3. Russ Wilcox



The local newspaper covered the contest. Spiva Field is near lone, California (out in the gold country). High performance 1/2A Combat had 12 entries. 80Mph Speed Limit Combat had 14. F2d Fast Combat had 11 entries and was full triple elimination.

Hobbins Hobbies. Vintage combat kits!

Yes Folks, it's true.

Tim Hobbins has a facebook group that he uses to advertise his model factory. I say factory because he is a one man show with a laser cutter and a whole lot of models to offer.

WHAT'S OLD IS NEW. NEMESIS 2!

The Nemesis fast combat ship was and still is a great design for fast combat. While later foam models obsoleted the all wood model, it still holds great memories of one of the best all wood models we all used in the late 70's and into the 1980's. Wonder where you can get a kit for one? Well wonder no more. Hobbins Hobbies is cranking them out to order so let's take a close look at one, shall we?

I ordered the kit from Tim around the third week of March and it arrived intact by the end of the month. The kit is a precision laser cut replica of the original Nemesis 2. Tim has included the horizontal spar that is inset to the ribs and sits immediately behind the leading-edge spar. It is cut out for the bladder compartment and should give a very nice centering device to the airframe.

Sheeting is not included as is the case of many short kits today, but spars are so it's not just a set of ribs. I was pleasantly surprised to see that the elevator was a full 1/4" and not 1/8" as is the case for some short kits I have purchased. All parts are precise and the engine mounts are good solid maple. Plywood parts which include the booms, bellcrank mount and nacelle doubler, are of high-quality plywood. I wish I had looked more carefully when the kit arrived, I missed the two bladder tube ends and made my own.

The kit also came with full size construction plans. I would have liked to see a CG on the plans set but we all know where they balance, don't we?

Wood selection in some short kits has been an issue for us combat flyers. Some is of the lightest variety, but not up to the rigors of a fast combat ship, this however is not the case here. The wood I received was medium weight balsa so I'm not too worried about ribs breaking while constructing it.

I laid out the parts and fit them together so you can see what you get in a kit. I JUST needed to make the trailing edge pieces and leading edge and center sheeting.

Shipping.

It all seems too good to be true, so here is the downside. Tim lives in the U.K. Shipping, depending on how you arrange it will be expensive. Not out of the question expensive, but more than from anywhere in the U.S. What to do? There are a couple of options you can discuss with Tim. One is a lower cost method that will take longer. For a single kit it costs 18 pounds sterling or about \$23.00 USD. Tim suggests that you can combine orders to substantially reduce the freight costs. If just two and not one were ordered, it would be about the same as shipping a kit inside the U.S.

Price.

The cost of this nicely made kit is **35.00 USD**. So, you can see it's not out of line with other manufactures. Tim uses PayPal and that makes things very easy.

That's all Folks!

So there you have it Geezers, all you need to get a mate for your old 120-130 mph G21 Super Tigre. One last nicety to all this is Tim Hobbins is a very active combat flyer in the U.K. He is heavily involved in the vintage diesel combat effort there and is a great resource for information about that end of the sport.

Kenny-b



Contact information for Hobbins Hobbies: tim.hobbins@gmail.com



Sergey Uzkih holding a very non-traditional F2d model. No other information on Facebook.
 Bob Whitney's Two-Way-Stunt-Speed model. Rules can be found earlier in this issue.



Here are a couple pictures from Willie Bodenstein's coverage of the South African Nationals held at the Barnstormers Field just north of the airport in Johannesburg. Racing made a come back with three teams competing in slow and fast Goodyear and F2F. Dirk Meyer and Conrad Cloete were the big winners. The Charlie Johnson Novice Combat trophy is sitting with the others but the

event wasn't flown this year. In previous years there had been as many as 14 entries in the class. Here's the link to Willie's report: <http://www.pilotspost.com/arn0001782>



The picture on the left is probably from the early 50's taken at Natal University in Durban, South Africa. The picture on the right is on the cover of the Combat Flyers Association newsletter. Any guesses as to when the picture was taken?

DMAA Spring Warm-up
Gene Hempel Memorial
April 26th, 27th & 28th 2019
Control Line Racing, Speed & Combat
Site: Samuell Garland Park

Northwest Highway & Garland Rd. Dallas, Texas
11500 McCree Rd. Dallas TX. 75238
GPS 32.866867, -96.671400
Class AA AMA Sanction # —

Pilots Meeting at 9:30 AM Saturday & Sunday 12:00 noon on Friday

Friday 04-26

Record Ratio Speed
NASS Sport Jet
NASS Perky Speed

Saturday 04-27

Texas Quickie Rat
Super Slow Rat
Sport Goodyear
Air to Air Combat 75mph

Sunday 04-28

Clown
AMA Goodyear
Mouse 1
Goldberg

Speed events all three days. All events are (JSO). Helmets required for racing pit crews & Combat pilots.

Entry Fee: \$15 first event, \$5 each additional event.

Contest Director: Patrick Hempel
For additional info. on event rules.
See Web Site: www.dmaa-1902.org

Sponsored by
Dallas Model Aircraft Association
Fuel and awards provided
By NASS, DMAA & NCLRA
AMA: License & Entry fee required

Racing Event Director: Bill Lee
Combat: Event Director: Lester Haury





**The Knights of the Round Circle
Invite you to**

The Bob Palmer 2019 Memorial Stunt Meet

April 27th & 28th 2019

AMA Sanction # 19/7091 AAA rated contest

SCHEDULE OF EVENTS

SATURDAY

Old Time Stunt
Classic Aerobatics
Profile
Beginner Stunt (Free!)
Combat - 80mph

SUNDAY

Pampa Aerobatics:
Intermediate
Advanced
Expert
Combat - F2D Fast
Carrier % Record

SPECIAL TROPHIES

Palmer
Championship

Spirit of '52
Spirit of '69

Pilots' meeting at 8:00. First flights at 8:30

Saturday, free Warren W Paella lunch! Party at Warren's Sat. Night!!

Sunday, drinks and leftover goodies free. Pilots' Raffle for stuff.

Aircraft are to be weighed at registration. Current AMA pull test rules will apply.

All appearance judging after pilots' meeting, prior to first flights.

Go to KOTRC.org for further information. Event is held at Whittier Narrows Regional Park

EARLY REGISTRATION REQUESTED!

Entry fees: Pre-registered - \$15 for 1st event, \$10 for 2nd event, \$10 for 3rd, \$35 maximum fees.

First event registration rises to \$20 at the contest. \$40 maximum fees.

Juniors \$5 maximum! Beginner Stunt is free. Refunds given for no-show.

EVENT 1.....	EVENT 4.....	Send checks payable to KOTRC to: KOTRC Box 5115 Anaheim, CA 92806
EVENT 2.....	EVENT 5.....	
EVENT 3.....	EVENT 6.....	
NAME:		Total: \$.....
ADDRESS:		AMA #
CITY:		
STATE: ZIP: E-address:		

PayPal entry fees to: kotrcfunds@gmail.com (Use Friends and Family Option & Include Events, Name, Address and AMA #.)

For additional information, contact Warren Walker
wwcs@verizon.net

Federation Aeronatique Internationale
FAI

Federation of Aeromodelling Sports
of Kharkiv

2-3 MAY
Kharkiv-Ukraine



2019 Warsaw Cup

F2-A,B,C

World Cup F2-A,C

and

4-5 MAY
Kharkiv-Ukraine

2019 Kharkiv Cup

17th Champions Cup

Belman B. R. Memorial

F2-A,B,C

Information:  Bondarenko Yri
 bond.yri@gmail.com

Location: Kharkiv-Ukraine

(50.0162376-36.2933879)



Metrolina Control Line Society

Carolina Classic

Control Line Contest



Waymer Flying Field. 15401 Holbrooks Road Huntersville, NC 28078

Stunt

Navy Carrier

Combat

May 3, 4, 5 2019

Stunt

All Classes Combined

Basic Flight (Kids & New Flyers)

Old time Stunt

Nostalgia 30

Profile

PAMPA Classes

Beginner

Intermediate

Advanced

Expert

Navy Carrier

Nostalgia (I, II & Profile.)

Class I&II (Glow & Elect,)

Profile(Glow & Elect,)

15



Combat

1/2A

Fast

Speed Limit

ENTRY FEES - Each Event Open \$15, \$10 ea to a max of \$35. Jr./Sr. Free.

Control Line flying on Two Paved Circles and One Grass Circle, Combat and Carrier circles are on two grass circles at the end of R/C Runway. Large Pavilion with picnic tables for Contestants & Spectators and Vendors (as Avail.).

Lunch available on Saturday at noon break

LIMITED "HANDICAPPED" PARKING IN THE PAVILIAN AREA

No Appearance points, ..No BOM, All PAMPA & AMA Rules Apply.

STUNT ..Registration at the Shelter. COMBAT & CARRIER.. Registration at each event site

Friday May 3: 1:00PM Start 1/2 A Combat (.061 PB ok)

Fast Combat after 1/2A

Judges Clinic: 4:00 PM to 6:00 PM

Saturday May 4 : Reg. 9:00 am Stunt Pilots Meeting 9:30 AM

Stunt -10:00am Start. OTS, N-30, Profile Stunt. Basic Flight. Not Before 12 noon start or after OTS is completed

Navy Carrier - 8:00(?) AM. Class I&II Glow & Elect, Profile Glow & Elect, 15, Nostalgia I, II & Profile.

Combat - 9:00AM Pilots Meeting, start Speed Limit after

Sunday May 5: Reg. 8:00 am. Pilots Meeting 8:30 9:00 AM Start.

Stunt - PAMPA - Beg. Int., Adv. & Exp.

Combat & Carrier as required to finish

CONTACTS (for event rules) Hotel Info / map by request)

Will Davis (CD) willddavis@msn.com

James Duckworth (Admin) colduck@netzero.net

Will Davis (ED Stunt) willddavis@msn.com



The 48th
**Northwest Control-Line
Regionals**

Roseburg, Oregon, May 24-25-26, 2019

Championship model airplane flying competition

Awards offered in 44 events, including ...

- **AEROBATICS** — Precision Aerobatics, Old-Time Stunt, Classic Stunt and Profile Stunt!
- **COMBAT** — 15 Fast, 1/2-A (high-performance), 80-mph and AMA Fast!
- **NAVY CARRIER** — Profile, Class I, Class II, .15 and Nostalgia (Profile and Class I-II), Sport 40!
- **RACING** — Mouse I, NW Sport, NW Super Sport, NW Sportsman Clown, NW Clown!
- **SCALE** — Authentic Scale, Sport Scale and Profile Scale, Fun Scale, 1/2-A Scale!
- **SPEED** — 1/2-A, 1/2-A Proto, A, B, D, FAI, Jet, Formula 40, .21 sport, .21 Proto, NW Sport Jet, NASS Sport Jet, F2D Proto, Northwest B Proto and Northwest C Speed!

Location: Roseburg Regional Airport

Just off Interstate 5 — take Exit 127

For your convenience: Advance registration!

Sign up early and purchase your T-shirts in advance. Discount for all early entry and T-shirt sales!
Sweatshirts will be available this year with pre-entry only. Sweatshirt orders must be received by May 1.
Write for entry package: Northwest Regionals, 2456 Quince St., Eugene, OR 97404 or download at flyinglines.org

Regionals host hotel

Get a special room rate of \$108 at the Hampton Inn on Mulholland Drive, near the flying site. To reserve a room at the special rate, go to the Regionals reservation page at <https://bit.ly/2SNCq9Z>, or call 1-800-HILTONS and mention the Northwest Regionals. Reserve by May 9 to be assured of the special rate.

For information, contact:

Contest director Mike Hazel, P.O. Box 505, Lyons, OR 97358, zzclspeed@aol.com
See flyinglines.org for more information or contest-related updates.



Karlskoga World Cup 2019

At May 30th to June 2nd 2019 Karlskoga and Sweden will have the annual **World Cup** Contest.

C/L Flyers from all around the World are welcome to fight to be a World Cup Winner.
Mark this date in your calendar **NOW** and join us in 4 days of joy!! Register by sending a mail to the address below. **WELCOME!!!!**

World Cup Classes: F2A Speed – F2B Stunt – F2D Combat

Additional Classes: Minispeed, Semispeed, Weatherman Vintage Speed, Semistunt, F2C Team Racing and Goodyear Racing (F2F).

Preliminary schedule:

Thursday: F2B, Semistunt, Minispeed, Semispeed, Weatherman.
Friday: F2B, Semistunt, F2C, Goodyear Racing (F2F)
Saturday: F2A, F2D
Sunday: F2A, F2D

Judges:

F2A: Göran Olsson SWE
F2B: Kauko Kainulainen SWE
Claus Vinding Christensen DEN
TBA
F2C: Göran Olsson SWE
Ingemar Larsson SWE
F2D: Niklas Karlsson SWE
Vernon Hunt GBR
Ingemar Larsson SWE

Registration is now open and can be done via email to ingemar.larsson.vis@telia.com.
All other info can be found at www.f2d.nu where you also can see registered pilots.

Our contest is of course part of the **DreiländerPokal 2019** in F2A – F2B – F2D:
Bitterfeld, Germany 27th -28th of April + Herming, Denmark 8th-9th of June

Welcome!

WISCONSIN STATE CONTROL LINE CHAMPIONSHIPS

AMA Triple A Sanctioned Event

June 2nd, 2019

(Check local forecast, Mukwonago, WI 53149, prior to contest. Rain Date - August 4th, 2019)

Presented by the Circle Masters Flying Club

CONTEST DIRECTOR: PETER MICK 262 377-6137 pmick82541@aol.com

WHERE: Mukwonago High School, Mukwonago, WI

•ALL PAMPA CLASSES WILL BE FLOWN ON PAVEMENT

•SCALE JUDGING WILL BEGIN AT 8:30 am. OFFICIAL FLIGHTS WILL BEGIN AT 9am. Static judging will begin at 8:30 am. Please try to register BEFORE then.

OFFICIAL EVENTS

All PAMPA stunt classes, Junior Beginner, Combined Old Time, Classic and Classic 30 event, Sport Scale, Profile Scale, Junior Profile Scale, ¼ A Combat.

UNOFFICIAL EVENTS

Half A Scale using Brodak fly-in rules available on the Brodak Fly-in web site (Mufflers are not required) and ½ A Stunt (Junior, Beginner and Expert. Beginner patterns will be used), Profile Stunt (Expert, Advanced and Beginner) and 75 MPH Combat (4 rounds).

A PRACTICE CIRCLE FOR PAMPA STUNT WILL OPEN AT 8 AM.
OFFICIAL FLIGHTS WILL BEGIN AT 9 AM.

MUFFLERS FOR STUNT AND SCALE (OTHER THAN HALF A) ARE REQUIRED. THE MUFFLERS MUST BE STOCK, TONGUE OR AFTER MARKET MUFFLERS

Registration begins at 8 am.

Events: All Scale Classes

Registration fees:\$10.00. Additional \$5.00 charge for second or third individual entries.

Events: All PAMPA Stunt Classes

Registration fees: \$10.00. Additional \$5.00 charge for second or third individual entries.

Events: 75MPH Combat and ½ A Combat

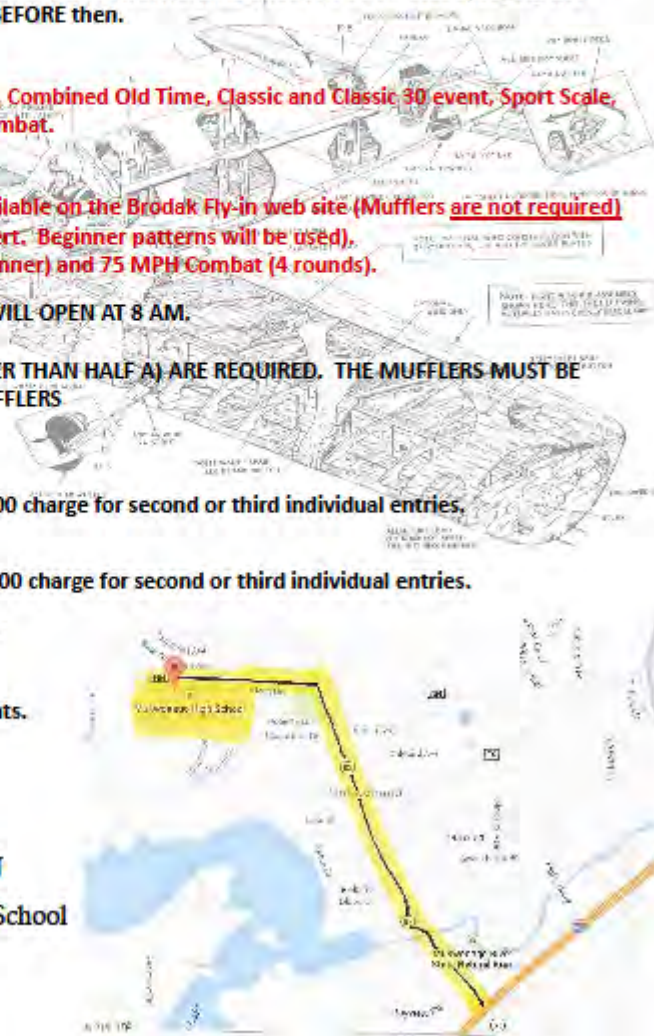
Registration fees:\$10.00.

There is no entry fee for Junior contestants.

HWY I-43 to WI State HWY 83

North 2 miles to County HWY NN

West ½ mile to Mukwonago High School



LE CERCLE MODELISTE RULLICOIS



Vous invite au

14^e TOURNOI
INTERNATIONAL MELUSINF2A-B-C-F-G
et Vitesse Nationale
WORLD CUP (A, B, C)

Les 8 et 9 Juin 2019

PROGRAMME
PROVISIONNEL
Samedi 8 Juin8 h 00 – 12 h 00 Entraînement –
PracticePiste 1 : 12 h 00 – 17 h 30 F2B vol
1Piste 2 : 13 h 30 – 14 h 30 F2A-G
et vitesse nationale vol 1
14 h 30 – 16 h 00 F2C-F vol 1
16 h 00 – 17 h 00 F2A-G vol 2
17 h 00 – 18 h 30 F2C-F vol 2

Dimanche 9 Juin:

Piste 1: 09 h 00 – 12 h 30 F2B vol
2
13 h 00 – 16 h 30 F2B vol 3Piste 2 : 09 h 00 – 10 h 00 F2A-G
et vitesse nationale vol 3
10 h 00 – 11 h 30 F2C-F vol 3
11 h 30 – 12 h 30 F2C demi-finale
13 h 30 – 14 h 30 F2C demi-finale
14 h 30 – 15 h 30 F2A vol 4
15 h 30 – 16 h 00 F2F finale
16 h 00 – 16 h 30 F2C finale17 h 00 Lecture du Palmarès
et Remise des Prix

Organisation

Fédération Française d'Aéromodélisme
Cercle Modeliste Rullicois
Stade d'Aéromodélisme de Rouillé 86480 France

Directeur de la manifestation

DELABARDE Serge

Le grand Breuil, 12 rue Babin
86480 ROUILLE France
Téléphone : 00 33 (0)5.49.43.96.51
Portable : 00 33 (0)6.83.35.56.25email : aero.cmr86@orange.fr

Règlement / Rules

Code sportif FAI pour catégories F2A et F2B
FAI sporting code for F2A and F2B class

Droit d'inscription / Entry Fees

25 Euros par personne pour la 1^{ère} catégorie (banquet inclus)
*per person for the first class (banquet included)*20 Euros par junior pour la 1^{ère} catégorie (banquet inclus)
*per junior for the first class (banquet included)*15 Euros par personne pour la 2^e et 3^e catégorie
per person for the second and third classes

Réclamations / Protest

Toute réclamation, accompagnée de 30 Euros, sera déposée par écrit auprès du jury qui statuera en dernier ressort.

Protests have to be brought forward to the jury 30 Euros. This jury will decide in last resort.

Prix / Prize

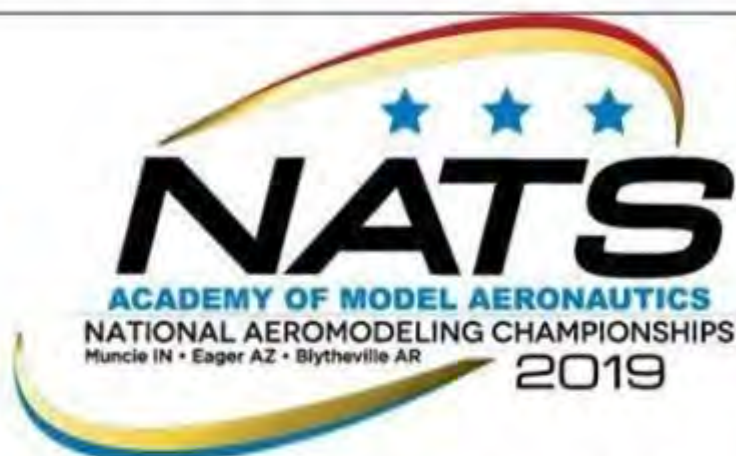
Les 3 premiers de chaque catégorie recevront un trophée.
Tous les concurrents seront récompensés.*First 3 of each category will receive a trophy.
All competitors will be rewarded.*

Commodités et repas / Accomodation and food

Un bloc sanitaire est à disposition et permet de camper sur le site. Sur demande, des dortoirs seront proposés.
Possibilité de restauration sur le site, le banquet du samedi soir est offert aux compétiteurs par le CMR. Pour les accompagnateurs le prix du banquet est de 15 Euros.
Pour les hôtels, voir [Commodités](#)*A sanitary block is available and camping is allowed on the site. Upon request, dormitories will be proposed.
Possibility of Meals on the site, a banquet on Saturday evening is provided by the CMR. For those accompanying, the price of the banquet is 15 Euros.
For hotels, see [Accommodation](#)*

2019 Control Line Combat AMA Nationals and Team Trials

Muncie, Indiana July 13 – 20



NATS Registrations - <http://www.modelaircraft.org/events/nats/entryforms.aspx>

8 days of combat!
Come for the Team Trials and stay
for the national championships

				Thr July 11	Fri July 12	Sat July 13
				Practice Day	Practice Day Mandatory TT Pilots Meeting	F2D ¹ Team Trials
				No Competition Scheduled		Triple Elim Full F2D Rules
Sun July 14	Mon July 15	Tue July 16	Wed July 17	Thr July 18	Fri July 19	Sat July 20
F2D ¹ Team Trials (cont.)	AMA Nats	AMA Nats	AMA Nats	AMA Nats	AMA Nats	AMA Nats
Triple Elim Full F2D Rules	F2D ¹	F2D ¹ (cont.)	Event 328: F2D ² Fast	Event 329: Speed Limit ³	Event 330: 1/2 A ⁴	Event 328: Fast ⁵
	Double Elim – Full F2D Rules		Double Elim First Round – Guaranteed Two Matches			

¹ F2D – current FAI rules

² F2D Fast – AMA 328 with 2010 or later F2D equipment

³ Speed Limit – AMA 329, 75mph speed limit, no airframe restrictions

⁴ 1/2A – AMA 330 on 42' lines

⁵ Fast – AMA 328 "big block" fast combat

Academy of Model Aeronautics
5161 East Memorial Drive
Muncie, Indiana 47302
www.modelaircraft.org

Volunteers Needed! Contact CD: Dave Edwards davee19348@gmail.com (612) 747 7636

BRITISH 2 ITALIAN GBR WORLD CUP 1 56a Coppa d'Oro 5-6 September 9 7-8 September

AEROPORTO F. BARACCA
VILLA SAN MARTINO DI LUGO ROMAGNA
GPS 44'23'58.0"N 11'51'15.7"E

F2

A

B

C

D



Information & Registration : www.aeromodellugo.org

- Aero Club Lugo - Tel. +39 0545 76400 - Fax. +39 0545 76577 - e-mail : info@aeroclublugo.it -
- Lanzoni Luigi - mobile phone +39 368 607198 - e-mail : lanzoni@racine.ra.it -
- Pirazzini Elvis - e-mail : elvispirazzini@libero.it -
- Vernon Hunt - phone +44 07973 817 331 - e-mail : extremechaosltd@hotmail.com

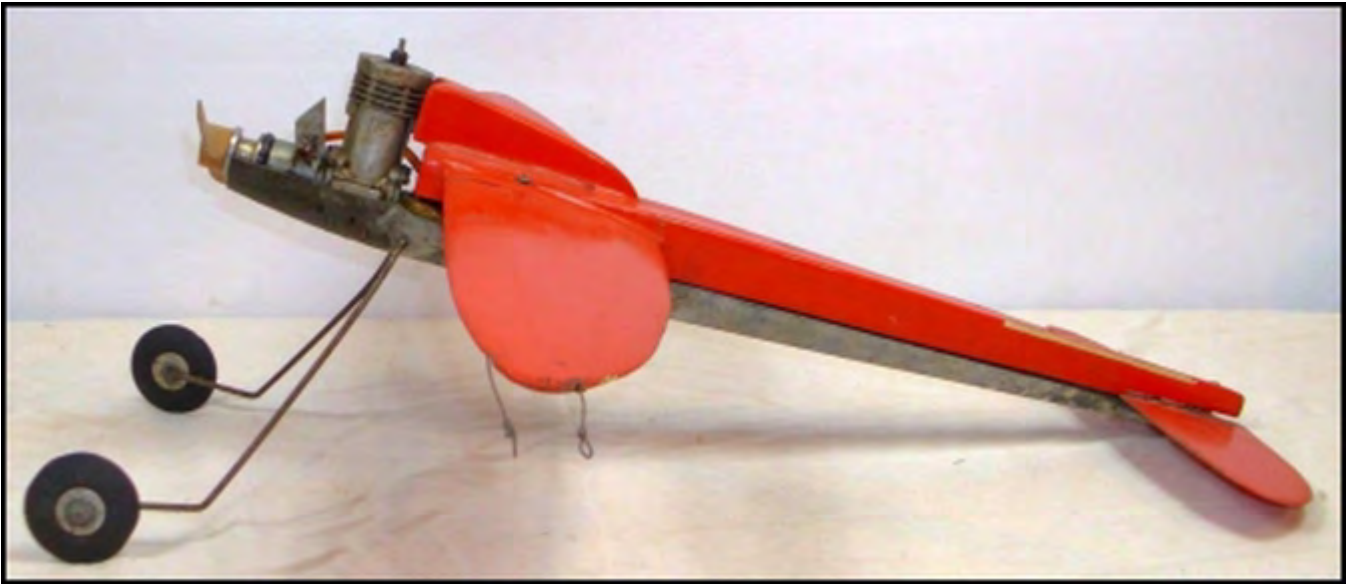
Sin City Combat Clash
October 12-13 2019
William Bennet Airfield Park
Las Vegas



BARCELONA 2019 F2D WORLD CUP

22nd/23rd June 2019 - RACBSA - Font i Quer sn - 08028 Barcelona - N 41° 21' 52.8294" E 02° 09' 32.6376"

Logos of participating countries and sponsors: EU, Ukraine, Sweden, Spain, Austria, Russia, Italy, UK, Mexico, France, RACBSA, Font i Quer, F2D, ARQUE, and others.



This model was on eBay about a year ago. That Jett 40 on the cover of the newsletter would fit right in....maybe use a nail gun to attach it or some sheet metal screws. I'm sure the landings amused the spectators.

The Complaint Desk has closed.

The Editor has left the building.

Don't forget to buy your souvenirs at the concession booth.