Medlemstidning för föreningen SLIS – Sveriges Linflygares Intressefrämjande av Stunt

LINA

Nr 1-24

Model:
Wile E.'s Curse

World Cup:
Karlskoga & Herning

slis
FÖRENINGEN FÖR STUNTFLYGARE

I detta nummer: Classic engines • Oves första stunttävling
Kungsbacka Stunt Camp • Oldtimerträffen • Weatherman
Logbook • Byggtips • Snobben Cup • US Nats 24

Lindflak

Balsaflak

Balsablock

Aluminiumrör, mässingsrör
och mässingsprofiler

Kolfiber
Rör, stänger, plattor, mattor m m

LiPo-batterier från Gens ace,
Tattu, Spektrum och Horizon

Stort sortiment av:
Byggmaterial, lim, motorer, klädsel, verktyg, Proxxon-maskiner, kablar, kontakter, hjul, LiPo-batterier, med mera.

MBS RC Models
Din hobbybutik!

I Herrljunga sedan 2009

Balsa, modellflygplan, batterier, båtar, dekaler, fartreglage, fläktar, färg, hjul, kablar, klädsel, kolfiber, kontakter, laddare, lim, lister, motorer, penslar, piloter, plast, plywood, propellrar, skruv, sändare, verktyg, väv, med mera.

Följ oss gärna på Facebook och Instagram!

MBS RC MODELS

MBS RC Models
Björkvägen 1, 524 32 Herrljunga
info@mbs-rcmodels.se
www.mbs-rcmodels.se
Telefon 0730-69 09 75

LINA
SPEED • STUNT
TEAM RACING • COMBAT

LINA – Nyhetsbladet för medlemmar i Sveriges Linflygares Intressefrämjande av Stunt. Bladet behandlar dock alla former av linflyg. Syftet med SLIS och LINA är att bidra till linflygets utveckling genom spridning av kunskap, skapa kontakter, förmedla nyheter, publicera ritningar samt informera om tävlingar och resultat.

LINA utkommer med 2 nummer per år. Ansvaret att sätta samman tidningen delas av Ingemar Larsson och Niklas Löfroth. Bidrag till LINA mottages tacksamt av redaktionen! Ingen censur eller förkortning av bidrag utan bidragsgivarens tillstånd.
1 års medlemskap inom Sverige under 2024 kostar 250:- medan det för Norden/Europa/Världen kostar 300:-.
Avgiften sätts in på Plusgiro 96 34 51-0.

Ännu en flygsäsong lagd till handlingarna!

Det har varit en rolig flygsäsong med mycket aktivitet! Den största händelsen för min del var att världscuptävlingen i både Karlskoga och Herning lockade tre deltagare av världsklass från Kina! Riktigt häftigt tycker jag! Träningslägret i Kungsbacka blev tyvärr lite rumphugget p g a dåligt väder och kortades därför ner till en dag.
På höstkanten visade Västerviks MFK sin gästfrihet genom att vara värd för sista deltävlingen av Snobben Cup. Västerviksklubben visade sig ha ett modellflygfält med lincirkel beläget i ett otroligt naturskönt landskap. Alltsammans ramades dessutom in med ett makalöst bra väder. Kanske årets trevligaste tävling om du frågar mig!

Ett extra stort tack vill jag rikta till Hasse på 3F som stöttat SLIS genom åren men som nu sålt sin verksamhet. Anders Hellsén tar över som ny ägare. Med Anders vid rodret byter butiken namn till Hellséns Hangar. Både Anders och Magnus på MBS RC Models har annonser i detta nummer vilket vi är glada och tacksamma över.

Till sist en liten uppmaning;
Skriv gärna något för Lina!
Det underlättar enormt för oss redaktörer som har som uppgift att fylla 60 sidor till varje tidning – *Trevlig läsning!*

Niklas Löfroth

INNEHÅLL I DETTA NUMMER:

· **Kungsbacka Stunt Camp** av Michael Palm 4
· **The hard plumbed uniflow clunk tank** by Bruce Perry 5
· **Att trimma in en ny stuntmodell** av Niklas Löfroth 6–7
· **2nd Styria Control Line Flight Meeting** by Heimo Stadlbauer 8–9
· **Karlskoga World Cup** by Niklas Löfroth and Ingemar Larsson 10–17
· **The advantage of keeping a logbook** by Niklas Löfroth and more 18–19
· **Historien om min första stunttävling** av Ove Andersson 20–21
· **Classic .35 engines** by Niklas Löfroth 22–26
· **Jozef Gábriš och hans klassiska Super Master** av Niklas Löfroth 27
· **Stability and sensibility** by Henning Forbech 28–29
· **Snobben Cup 2024** av Anders Hellsén 30–33
· **World Cup in Herning** by Ingemar Larsson 34–38
· **Model: Wile E.'s Curse** by Jim Aron 40–45
· **SMOS Oldtimerträff med Weatherman** av Ingemar Larsson 46–47
· **Weatherman-rapport** av Ingemar Larsson 48
· **Finska Mästerskapet i F2B** av Alf Lindholm 49
· **Interview: Clamer Meltzer** by Niklas Löfroth 50–55
· **Justerbar utledarguide och vingspetstyngd** av Johan Rasmussen 56
· **Ny tillverkare av tungdämpare** av Niklas Löfroth 57
· **Boktips: Stunt History** av Niklas Löfroth 58
· **Idrottsgalan i Västerås 2023** av Per Stjärnesund 58
· **Top five at the US Nats 2024** 59

Omslagsbild: Michael Palm med sin SV-11 under årets Västkustträff i Kungsbacka.

SLIS Websida:
www.slis.org

Ordförande:
Staffan Ekström
Klockarevägen 10H
247 34 Södra Sandby
072-179 23 99
staffan.ekstrom@telia.com

Kassör:
Ingvar Nilsson
Källbäcksrydsgatan 11B
507 31 Brämhult
070-207 44 94
ingvarl.nilsson51@gmail.com

Sekreterare:
Niklas Löfroth
Skolbacken 12 C
656 71 Skattkärr
070-209 69 65
niklas.lofroth@icloud.com

Redaktör Lina Nr 1, 2024:
Niklas Löfroth
Skolbacken 12 C
656 71 Skattkärr
070-209 69 65
niklas.lofroth@icloud.com

Redaktör Lina Nr 2, 2024:
Ingemar Larsson
Forbondegatan 14
462 41 Vänersborg
0703-40 44 05
ingemar.larsson.vis@telia.com

~ KUNGSBACKA ~

STUNT CAMP - 6 juli 2024

Efter flera års dundertur med vädret så kom bakslaget. Helgen vi planerat kom med riktigt uselt väder så det blev inte mycket till träff. Vi flög bara på lördagen och slopade söndagen. De långväga som brukar dyka upp stannade hemma efter koll på väderprognosen. De närmast sörjande från Vänersborg, Uddevalla och Kungsbacka dök upp så det blev lite flygande mellan skurarna ändå.
Det mest glädjande var att en familj på fem personer med två kompisar till barnen dök upp. De hade aldrig flugit innan. Thomas Olsson hade fullt upp med attt lära ut hur man bär sig åt med handtaget. De blev blöta. Den yngsta på 10 år kunden hålla flygplanet i luften själv efter tio varv i luften med Thomas hjälp. Även mamman i familjen klarade av det rätt fort och hon ville flyga flera gånger. Totalt flögs det 15 pass nybörjarflyg i Thomas regi!
Efter årets bakslag så planerar vi att ha en reservhelg nästa år. Då hoppas jag att många kommer för vi har det gemytligt.

■

Michael Palm

– *Bruce Perry*

The hard plumbed uniflow clunk tank

Is your tank causing your grief? Are you tired of expensive, hard to service "tin tanks"? I was too!

So, in the search for a simple tank solution for stunt I explored making my own "tin tanks"... yeah not SO much. I have a very nice die that makes the end caps perfectly, but the service on the tin tanks was cumbersome.

The first clunk tanks I used were so-so, in that the run wasn't consistent. They acted like standard vent tanks and were hard to fit in the fuselages. Then I found the Sullivan RST "squishy" tanks in 6 and 8 ounce sizes! They would squish into the fuselages and all they needed for a mount was a small piece of 1/8 ply as a tank floor! Hope and salvation loomed large! Next was to cure the stupid run...

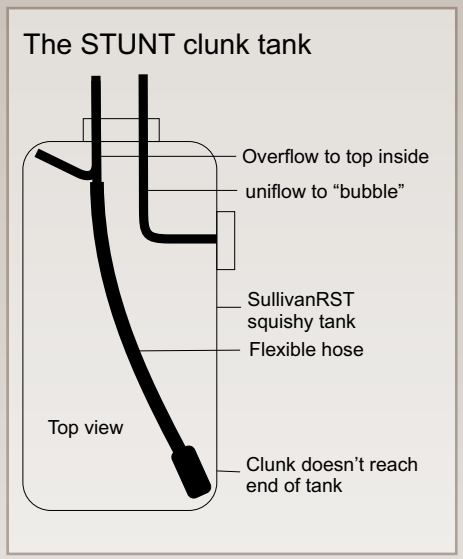
I tried the two hose clunk with a floppy uniflow. While this is awesome for some, it was not awesome for me. I reasoned that tin tanks didn't need a floppy uniflow, so why would this clunk tank? I ran the uniflow into a convenient bubble in the "side" of the Sullivan tank. Actually this is meant to be the top in RC installations. Clearly, for control line the bubble is for the side!

I tried the hard uniflow and the run was perfect! The tank stayed in place with the ply floor and it fit in the fuselage! Well, this is good, I wondered about servicing and really as long as you keep an eye on the stopper, sometimes they crumble with age, there is no end to the lifespan.

Some things you want to be certain of prior to installation:

Uniflow tube is NOT touching the side of the tank. It must be able to breathe!

The overflow is at the inside top corner of the tank.



The clunk does NOT touch the very end of the tank, it must be able to draw.

The installation will cause the tank to compress slightly so make sure the tubes are all still open once installed.

The tank floor is located for a "snug" fit. Wrap a pull strap around the tank made of fibre tape, once the tank is slippery the need for this will be obvious.

The clunk must swing freely, so test this.

First run up, check RPM upright and inverted prior to launch.

Run a full tank through the tank before first flight and check RPM throughout. IF it varies wildly check for leaks.

If you need to shim the tank for upright to inverted adjustments, JUST move the uniflow by twisting the tube in the same direction as you were going to move the tank!!!!

This has been my tank setup for over a decade and it always works. I can go to any hobby shop and get a tank for less than $20! And I can service it whenever it needs attention.

It works for me, I hope you enjoy the advantages as I do. If you need some help let me know.

■

Bruce Perry, madpilot170@gmail.com

Att trimma in en ny modell

Efter att ha äntligen ha blivit färdig med ett byggprojekt så känner jag alltid stor förväntan men också en viss bävan när det är dags att åka ut till fältet för den första provflygningen. Det är nu man får kvittot på om allt tålamodsprövande arbete, tid och pengar utmynnat i en välflygande modell eller om – gud förbjude – något ödesdigert misstag begåtts på vägen.
Flera av mina senaste modeller har till en början känts oflygbara och det har ibland krävts mycket funderande och trimarbete innan jag till slut kunnat lösa problemen och fått till känslan jag eftersträvar.

Min Nitro Max blev klar sent i höstas så när som på några småsaker. Byggprojektet stannade sedan av p g a tidsbrist. Nu i våras återupptogs arbetet med de sista detaljerna. Det återstod bl a att spreja 2K klarlack på kroppen där annars mitt bränsle riskerar att gå hårt åt färgen. Kvar var också att limma fast sidrodret och tankanslutningen. När modellen var färdig tätades roderspalterna med tejp och tank samt motor monterades.
Sedan var det dags för skrivbordstrimningen. Yttertippen vägdes genom att ställa modellen på fenan och ett av propellerbladen. Jag valde att stoppa i två blyplattor i tippviktsboxen för att få samma vikt vid tippen som på min Thunder Gazer. När modellen byggdes hade jag valt att korta nosen med 6mm vilket var ett misstag. När nu tyngdpunkten kontrollerades visade den sig ha samma placering som på min Thunder Gazer men dessvärre 2 cm längre bak än vad Max Bee ritningen angav. Problemet kunde åtgärdas delvis genom att byta till en 20 gram tyngre spinner.
Alla förberedelser var klara efter några dagars arbete. En fredagkväll i slutet av maj åkte jag ut till Karlstads modellflygfält för premiären.
Modellens alla skruvar kollades över en sista gång efter att ha kört motorn på marken några minuter.
Nu var det dags! Jag startade upp PA75:an, gick ut till handtaget med förväntansfulla steg och lättade med modellen. Jag räknade kallt med att kärran initialt skulle vara ”ostuntbar” och hade därför bara fyllt tanken till hälften men den kändes fin direkt. Efter några varv provade jag ett par loopingar och buntar. Tyngdpunkten föreföll ligga skapligt rätt trots allt. Jag försökte studera vingens position men det är inte helt lätt att själv se om vingen ligger horisontellt inifrån cirkeln. Möjligen låg den en aning högt med yttertippen. Jag stoppade därför i ytterliggare 7 gram bly i tippviktsboxen. Kunde dock inte se någon tydlig skillnad efter provflygning.
Det kändes som överdrivet mycket linsträckning i planlykten så innan andra provflygningen flyttades utledarna fram ett hål i ett försök att dämpa linsträckning lite och det hjälpte.
Vinden som hade varit svag blev nu obefintlig och jag valde därför att packa ihop och åka hem redan efter två starter.
På lördagsmorgonen kunde jag flyga de första programmen med modellen. Den kändes redan lovande. Lättstyrd och vändbar men trots allt fanns några egenheter att rätta till.
Jag upptäckte att linsträckningen var dålig i toppen av stående åttan och timglaset. Det kunde rättas till genom att flytta fram dyklinan ett hål vid utledarguiden (5,5 mm). Hörntagningsförmågan kändes riktigt bra från början. Jag märkte att den gjorde finare hörn än min Thunder Gazer. Modellen styr runt i hörnen utan att skjuta ner stjärtpartiet. Troligtvis beror det på ett annat utslagsförhållande mellan flaps och höjd där skillnaden har minskats en gnutta på Nitro Max'n.
Tredje flygtillfället var på Mors dag då jag hade ett par timmar på förmiddagen att nyttja. Jag noterade nu att spårningen inte var helt hundra. Min Martini-kärra (Thunder Gazer) ligger som på räls i luften men min Nitro Max hade en tendens att vilja stiga i inverterad flygning.
För att lösa problemet så förlängdes stötstången till höjdrodret en gnutta. Efter detta var problemet avhjälpt.
Under provflygningen var vinden ganska kraftig och det blev tydligare att vingen nog

låg högre med yttertippen. När jag kom hem kontrollerades därför modellen extra noga för att se om något var skevt eller satt snett. Modellens vertikala tyngdpunkt kontrollerades genom att hänga upp kärran i utledarna. En tyngd som fästs i ett snöre fungerade som jämförande lod och visade att modellen var tung undertill och därför hängde lite snett. Det finns flera sätt att lösa problemet. Jag var först inne på att montera av flapsen och bända på flapshornet men insåg att det skulle vara svårt att böja lagom mycket och kräva flera försök för att hamna rätt. Jag valde istället att montera en liten trimtab på det yttre flapset. Den går snabbt och enkelt att ändra mellan provflygningarna.
Trimtabben löste problemet och modellen ligger nu rakt och är stabil även i stark vind. Efter några flygningar noterade jag att motorn inte gick stabilt utan gick snålare en bit in i programmet. Jag lade då märke till att bränslenålen låg ann mot kroppen och efter att hålet filades upp var motorproblemet borta.

Något som nu märktes var att det sista hörnet i fyrkantloopen var lite svagt. Det kändes som om modellen stallade. Samma sak i triangeln och timglaset. Eftersom hörntagningsförmågan kändes riktigt bra på alla andra ställen misstänkte jag att roderutslaget kanske var för stort. Jag minskade därför utslaget genom att flytta höjdlinan ett par hål vid handtaget. Åtgärden hjälpte.

En egenhet hos modellen var att jag behövde styra ner den efter att motorn stannat och landningarna blev inget vidare. I ett försök att rätta till fenomenet monterades 14g nosvikt vid motorn och modellen blev aningen bättre.
Trots det upplevde jag att den jagade en gnutta i inverterat och att den fortfarande hängde lite med bakändan när motorn stannat. Jag provade att montera ytterligare 14g i nosen och det gjorde susen! Glidet vid landningen blev markant förbättrat och modellen kändes fortfarande tillräckligt vändbar.

De senaste åren har jag flugit med en 13x4", 4-bladig propeller. Den ger många fördelar men tyvärr också en besvärande nackdel. Propellern orsakar en tydlig gyroverkan p g a dess stora massa och diameter. För att minska effekten har jag monterat ett Rabe-roder på mina senaste modeller. Min Thunder Gazer (Martini) var den första med Rabe-roder och det gjorde stor skillnad till det bättre. Dock märks fortfarande en gnutta av den oönskade inåtvaggningen av modellen vid skarpa bunthörn. På Nitro Max hade jag därför byggt ett större sidroder. Efter att ha studerat modellen noga under trimningsprocessen kan jag konstatera att alla problem med gyroverkan från propellern äntligen är borta.

Sammanfattning

Modellen är när detta skrivs flugen knappt 30 gånger och känns nu tillräckligt bra för att börja flygas på allvar även om trimningsarbetet nog aldrig riktigt tar slut.

Avslutningsvis ett stort tack till Michael Palm som agerat bollplank genom hela processen. Paul Walkers "Trim flow chart" har också varit guld värt att luta sig mot.

■

Niklas Löfroth

Hålet för nålen i kroppen fick filas upp. Nålen låg an mot kroppen och det påverkade motorgången.

Roderkänsligheten minskades genom att flytta ihop linorna vid handtaget.

Linsträckningen i toppen av timglaset förbättrades genom att flytta fram linorna vid utledarguiden.

Modellen blev baktung och jag fick montera en tung bricka bakom propellermuttern.

Längden på stötstången kortades genom att skruva in linken ett varv vid höjdrodret.

Vingen ligger nu rakt med hjälp av en trimtab på det yttre flapset.

Den vertikala tyngdpunkten kontrollerades och visade att yttervingen ligger högt.

The participants at the second Styria C/L flight meeting.

2nd Styria Control Line Flight Meeting F2 in Dietersdorf/Gnasbach, Styria

Control Line Flight- the first „radio control“ for model airplanes. In addition to free flight, C/L flight developed into a hype in the post-war period (Jim Walker invented C/L in the USA in 1940). Most model airplane pilots started at that time with C/L flight. A flight model, a diesel engine, a fuel bottle and a handle with a wire were enough to fly on an open area. From the 1960s onwards, with the development of radio remote controls, interest in C/L flight gradually decreased.

In Austria, competitions are currently only held in the F2B class (e.g. Radfeld in Tyrol and Weikersdorf am Steinfelde). Unfortunately, the number of Austrian C/L flight (competition) pilots is manageable. And so, after the first C/L flight meeting in 2022, the second F2 meeting was held on July 6th, 2024, again at the UMFC-Gnas model airfield in Dietersdorf am Gnasbach. One female pilot and eleven male pilots followed the call of the federal C/L flight specialist Hanno Miorini and the organizer Heimo Stadlbauer. Competition pilots from the F2B and F2D classes came, but also pilots who had practiced C/L flights in their youth. Unfortunately, due to the gusty wind, not much flying could be done. However, the competition pilots took advantage of the training opportunities.

Rudi Königshofer, a participant in this year's C/L flight World Championship in the USA, demonstrated the fastest combat flying in the FAI class F2D, powered by a 2.5 cm³ glow plug "Fora" from the Ukraine (speed approx. 30,000 rpm). The combat between Wilfried Peyfuss and Rudi Königshofer was a little more relaxed with the trainer model "Asterix". There was loud applause at every cut. Franz Wenczel brought a few C/L flight models from his collection, interesting among them „Asterix“, Graupner „Super Flitzer“, various aerobatic and speed models. Hannes Weißenbacher completed his first flight in an RC high-wing "Cute Girl" converted for C/L flight.

Dietmar Poll, multiple world champion in large glider aerobatics, flew a "Nobler" with an OS 35 engine. The "Nobler" is an American design from the 1950s and can be seen as the forefather of F2B aerobatic models. BFR Hanno Miorini and Adi Hansemann used the time to do F2B training flights. Rudi Franz presented a design from the 1960s by Ewald Mothwurf. The author brought the Graupner "Champion" and a twin-engine transport aircraft powered by Webra Mach I engines from the mid-1950s.

All in all, despite the gusty wind, it was a great meeting of C/L flight enthusiasts. C/L flight must not die out and such meetings mainly serve to make C/L flight popular and to attract new pilots.

We would like to thank the UMFC-Gnas club under its president Heinrich Geiger for their hospitality and excellent catering. See you next time!

■

Author and photos Heimo Stadlbauer

This photo was taken in 1976 at an F2B national championship in Dietersdorf am Gnasbach. The pilots (from left) Adi Hansemann, Hanno Miorini, Walter Reinisch and Rudi Franz back then...

...and today, 48 years later!

Rudi Franz with an aerobatic machine from the 1960s (designer Ewald Mothwurf), powered by an OS 35.

The author and co-organizer Heimo Stadlbauer with a twin-engine transport machine from the 1950s, powered by Webra Mach I 2.5 cm^3 Diesel engines.

A classic aerobatic model of class F2B, pilot Walter Reinisch, IC-engine.

Karlskoga World Cup 2024

Karlskoga Model Flying Club once again hosted a major international World Cup competition during the Ascension Day weekend. As icing on the cake, it was also combined with the open Nordic Championships.
In addition to the four "official" titles in F2A, F2B, F2C and F2D several other classes were flown. But unfortunately not F2C mainly because we have very few teams left in Scandinavia.
Classic stunt was not among this year's competition events as it was deemed that there wasn't room in the program.
The competitions were held over four days - Thursday to Sunday.

F2A Speed

The fun and excitement ended already in round one when Niels made 299,0 km/h! The chance that anyone of the other three would reach that speed was maybe one in... Niels didn't fly any more rounds, which is not hard to understand, leaving the others to fight for silver, bronze and nothing (ie place 4). Per, that was considered to be a challenger to Niels, only reached 255, a result far away from his standard and if this wasn't enough he was also passed by Ole in round 4. The unwanted 4th place was left to Mart. The only nice thing about the class, if you don't look at the times, is that everyone scored...

Minispeed

If anyone thought that Minispeed is any easy class where you only have to put your shoes in the circle to get a time may reconsider now. Sverker, as a newcomer in the class, was the only one to get a time while Per and Ingemar (with years of experience!) ended up with zeroes in the result list.

Semispeed

We haven't had 6 entries in Semispeed for years and this made it become a fight for victory. Per scored a good result already in round one and that set the target for those chasing from behind having the list changing after each round even if Pers result from R1 was enough to win. The proud British Speed traditions were defended by Vernon Hunt taking third place (in the absence of Paul and Peter). The joy Sverker felt after his victory in Minispeed quickly

Bingchu Jiang (CHI) getting ready for round 3.

changed after being last in his first Semispeed contest. So things can change rapidly!

Weatherman Vintage Speed

The highlight of the weekend from a competitors view was the W completion as it had amazing 24 entries from 5 countries. Even if 10 pilots were over 90% you needed to break the record in your class to be on the podium. Half of the pilots used 2.5 cc engines and the others used a variety of sizes and overall half using diesels and half using glows. The first two pilots had the same percentage when using one decimal so we had to look at the hundreds to find the winner.

F2B Stunt

It looked like there would be quite many participants in F2B stunt, but after a few dropouts just before the competition, there were still a decent 13 pilots who started. The big surprise was that three Chinese stunt flyers had chosen to come to our contest. They were not novices either! It turned out that two of them were part of the Chinese F2B national team that would compete at the World Championships in Muncie in August! We had also managed to get three competent judges for the competition: Claus Vinding Christensen, Kauko Kainulainen, and Willy Blom.

Wednesday was the main arrival day. The competition area was prepared, the circle was painted, and models were test-flown. Most of us stayed at the field in one of the 4-bed cabins, in tents or caravans, while others had chosen to have it a bit more comfortable and checked into a hotel downtown Karlskoga.

First- and second round

The weather was cloudy and quite chilly, only 7 degrees Celsius. The wind was tough at times with gusts up to 10 m/s.
After the briefing at 9:30, the competition started punctually according to the planned schedule.

Per Vassbotn (NOR) was the first starter in round 1. He flies an elegant Yatsenko Mace R-2 Shark with Discovery Retro 68. Per made a nice flight in the first round despite the challenging wind.

Bingchu Jiang (CHI) is a 23-year-old extremely talented stunt flyer. Bingchu mentioned that he also flies F3A but finds CL stunt flying more enjoyable. All three Chinese competitors used Yatsenko Shark with electric motors equipped with 4-blade propellers.

Hongqi Liu (CHI) is a junior and only 18 years old. He has flown stunt for four years and reportedly flies a thousand patterns

Swedish stunt legend Ove Andersson (left) and Johan Rasmussen having a friendly chat. They were both members of the Swedish F2B-team at the World Championships in Oxelösund, Sweden in 1982! F2B-judge Willy Blom in the background.

Hongqi Liu (Junior), Jun Yang, and Bingchu Jiang came all the way from China to sweep the podium in F2B.

Stefan Olsson won the Semistunt class with his Strega model.

Staffan Ekström fueling up his Ball Breaker before his oficial flight in the second round. O.S. 46 VF on pipe for power.

Niklas Löfroth in well-needed warm clothes. Round one and two was flown in rather harsh weather conditions. Luckily it changed to the better in the following days.

Kauko Kainulainen (left) judged in F2B. Kai Karma was the only contender from Finland this year.

Per Vassbotn and Clamer Meltzer came to Karlskoga a few days before the competition to train and get in shape.

annually. It certainly helps that he and the other two live in Xinjiang where the climate allows flying year-round.

Michael Palm (SWE) flies his own design with a Miss Kell-inspired paint scheme. Unfortunately, it suffered ground impact in the first round. The model can likely be repaired but might need a new wing. Luckily, Michael had brought a backup plane.

Lennart Nord (SWE) flies a Yatsenko Classic 2 with Discovery Retro 68. The model has been flown for several years now and is well-used but still keeps up.

Carl Johan Fanoe (DEN) was the only participant from Denmark this year. He flew a Brodak ARF SV-11 equipped with an electric motor. The model is very popular, so it's unfortunate that Brodak no longer offers it.

Anders Hellsén (SWE) is now on his second Trivial Pursuit. This one has an Enya 61 CXL S PRO with a pipe from Randy Smith. It's a nice combination and Anders flies it well, at least when the engine doesn't overheat.

Johan Rasmussen (SWE) has developed an interesting concept with a flapless wing instead fitted with gurney flaps and a K&B 45 engine that delivers lots of power at high RPM. A better muffler is being manufactured using 3D printing!

Jun Yang (CHI) was bronze medalist at the World Championships in Poland 2014 and made the finals at the World Championships in Landres 2018, so he was a clear favorite for this competition. He shared that his trainer back in China is the well-known Han Xing Ping, five-time world champion who won the World Championships here in Sweden in 1996. At that time, however, Jun Yang wasn't part of the Chinese team. The Chinese competitors' dedication to training is impressive to say the least. From the beginning of this year until this competition, Jun Yang reported completing 800 flight patterns.

Kai Karma (FIN) is the reigning Finnish champion. He flew his own design equipped with Super Tigre 51. The model is light, and Kai can effortlessly achieve impressive sharp corners in the angular maneuvers with the model.

Clamer Meltzer (NOR) is the most renowned stunt flyer in our neighboring country. Clamer flew a Yatsenko YAK-55 with Discovery Retro. A fantastic model that Frank Wadle, among others, made it to the finals with at the World Championships in Poland

The winner in Karlskoga World Cup – Jun Yang, CHI. By winning he can also call himself the Nordic Champion in F2B.

2022. Clamer has difficulty finding a surface to practice flying at home in Trondheim. He and Per Vassbotn therefore came to Karlskoga at the beginning of the week to try to get some extra training rounds and remedy the worst of the rustiness.

Staffan Ekström (SWE) had chosen to fly with his Ball Breaker. As usual equipped with OS46VF. Staffan is good at handling strong winds and managed to squeeze in between the two young Chinese competitors and was in third place after two rounds. Well done!

Niklas Löfroth (SWE) flew with his Thunder Gazer which worked really well at the Swedish Championships last year. He had difficulty at times handeling the wind. In his second round, the propeller hit the ground at the bottom of a loop. The model survived without damage but the propeller was obviously ruined.

On the first competition day, two rounds were completed. Five pilots chose not to fly in the second round due to the strong wind.

Third round

The final round was flown the next day in much better weather. The wind was weaker 3(8) m/s and the sun warmed from a blue sky. The Chinese pilots could now raise their level which unfortunately meant that Staffan lost his podium position and instead finished 4th, passed by only 9.2 points.
In the third round's better weather, all pilots could finally complete their flight. After the Chinese and Staffan, there was a group of four pilots who were quite close and competed for fifth place, which is fun. Flying skills have evened out in recent years and the outcome of competitions is no longer as predictable.

By lunchtime, the competition was over and the awards ceremony could be held. The medalists were applauded and the traditional photographing of all participants was done. When the awards ceremony was completed, most participants headed home. However, some stayed for the rest of the weekend to help as officials at the combat competition.

Semistunt

It's nice that the Semistunt class is running again after having few participants for several years. Johan Rasmussen has moved up to F2B but otherwise it was the same group as last year. Sharpest among the semistunt pilots was Stefan Olsson who flew a Strega built by Ingvar Nilsson. Ingemar Larsson was actually in the lead after the first two rounds but then Stefan pulled off 863 points and passed him in the last round. Torbjörn Lundgren and Martin Alkestrand are still struggling to learn

the complete pattern but it will probably come with more practice.

Goodyear Racing

Unfortunately the pilot circle was in such none flat state that it was dangerous to fly heats there so the decision was made to fly one ups and from the time received determine the result list. A very unusual way of doing it but this was the only solution if we wanted to fly. In Sweden Goodyear models and F2F models can take place in the same contest side by side. Our F2F flying Danish Team of Ole and Jesper had the highest speed and won almost one minute before the runner up, Lennart and Bengt-Olof with the combined Swedish/Norwegian team of Johan and Per came third. All times being so far apart that it was easy to make a result list. Ola and Mart made a zero as they had problems with setup and wasn't able to even start the engine. This was also the Swedish Champs for Goodyear and the three best Swedish teams made the podium here. As it was nice to see so many teams in action we will try to make a follow up and announce one big Goodyear event next year hoping that teams from year are coming in addition to new ones. More info will come later.

F2D Combat

Being the second largest class with 23 pilots from 10 countries Combat saw many nice heats. First small surprise was in R1 when the Lithuanian junior Sofija won over Ilia Rediuk from Ukraine with 2-1 in cuts and full time! There were several heats with many cuts; Sergei Tsukow hade 4-0 to Bert Gijsbertsen, Antonio Giandrini had 3-0 to Manuel Mateo, Andrii Lutsyk had 3-1 to Adriano Molteni and finally Jose Luis Lopez had 3-1 to Lyubomyr Lylyk. Strange enough all of this skill seemed to be gone in R2 as Lennart Nord was the only one scoring 3 cuts (to 1) in his flight with Marija Rastenis. The same was seen in R4 as Francesco Mons had 3-1 in his win over Sergei Tsukov. Of the five heats in round 4 three had 2-1 in cuts; Dmitri Varfolomejev putting Ilia Rediuk out of the contest, Jose Luis Lopez putting Jussi Forss out and Audrius Rastenis winning over Lennart Nord. This left us with 8 pilots in R5 and here we lost Lennart Nord and Francisco Mons with Andrii Lutsyk being the only one going out in R6. Audrius Rastenis had full time but still lost to Dmitri Varfolomejev who had 3-1 in cuts. The draw turned out to have 4 pilots left for R7, everyone with one life and that made an easy draw. First Sergei Tsukov went into the final after 2-1 to Audrius Rastenis and the Jose Luis Lopez took the other final place by 3-1 to Dmitri Varfolomejev. In the fly-off for third place Audrius beat Dmitri with 2-1 while the final saw no cuts at all as Jose Luis had engine problems and stayed on the ground half of the heat. And that is not a winning way. So now Sergei Tsukov from Estonia won his second Nordic Champ title in F2D (he also won in 2014!). Congratulations! The combat competition run very smooth not only because the low number of pilots but also because the experienced team of officials that had been running this competition for several years now.

■

Ingemar Larsson & Niklas Löfroth

Vernon Hunt came third in Semispeed.

Niklas Karlsson with his Semispeed model.

New Swedish team of Ingemar Larsson and Bernt Gustavsson flew an Ol´Blue model.

Lennart Nord preparing his Weatherman model assisted by Bengt-Olof Samuelsson.

Niels Lyhne-Hansen DEN and Per Stjärnesund SWE.

An excellent job as time keepers in the tarmac circle was done by brothers Ove and Jan Kjellberg.

Ole Bjearger from Denmark was second in F2A.

Manuel Mateo from Spain.

Nadja and Audrius Rastenis, with their daughters Sofija and Marija.

The line yard was really crowded during the weekend when the Combat competition was held!

RESULTS KARLSKOGA WORLD CUP & NORDIC CHAMPIONSHIPS 2024

Karlskoga Modellflygplats, May 9–12

F2A Speed – World Cup / Open Nordic Champs (Results in km/h):

Place, Name	Nation	1	2	3	Best
1. Niels Lyhne-Hansen	DEN	299,0	0	0	299,0
2. Ole Bjerager	DEN	0	196,9	258,9	258,9
3. Per Stjärnesund	SWE	255,9	0	0	255,9
4. Mart Sakalov	SWE	0	218,1	0	218,1

Weatherman Vintage Speed

Place, Name	Nation	Class	Time	Speed	%	Engine
1. Johan Rasmussen	SWE	6.6G	16,3	177,6	101,2	K&B
2. Per Stjärnesund	SWE	2.5G	16,8	172,4	101,2	Zorro
3. Lennart Nord	SWE	2.5D	16,5	175,5	100,6	Zorro
4. Klas Nilsson	SWE	5G	15,9	182,1	97,5	Novarossi
5. Ingemar Larsson	SWE	2.5DA	25,7	112,7	97,3	DA Drabant
6. Stefan Olsson	SWE	1.5G	20,6	140,6	94,2	Parra
6. Tord Vejdal	SWE	3.5G	19,1	151,6	94,2	Mega
8. Ole Bjerager	DEN	2.5V	33,3	87,0	92,8	Viking
9. Jesper B Rasmussen	DEN	1.5D	21,8	132,8	91,7	Parra
10. Per Nordström	SWE	1.5G	21,2	136,6	91,5	Parra
11. Erik Huss SWE	6.6G	18,6	155,7	88,7	OS	
12. Ola Murelius	SWE	1G	11,3	128,1	87,6	Kalmykov
13. Sverker Evans	SWE	2.5V	35,9	80,7	86,1	Viking
14. Clamer Meltzer	NOR	2.5DA	29,1	99,5	85,9	DA Drabant
15. Toni Schmidinger	SWE	2.5G	20,4	141,9	83,3	Ustkam
16. Vernon Hunt	GBR	2.5G	20,5	141,3	82,9	Furia
17. Ingvar Nilsson	SWE	Mills	21,1	68,6	81,5	Mills
18. Milenko Kvrgic	SWE	10G	23,6	122,7	79,2	OS
19. Martin Larsson	SWE	2.5D	21,1	137,2	78,3	Fora
20. Leo Voss	NED	1G	13,8	104,9	71,7	Fora
21. Per Vassbotn	NOR	1.5D	28,8	100,5	69,4	Fora
22. Torbjörn Lundgren	SWE	2.5D	24,7	117,2	67,2	MVVS
23. B-O Samuelsson	SWE	2.5G	28,2	102,7	60,3	Parra
24. Martin Alkestrand	SWE	2.5D	35,6	81,3	46,6	Webra

New records in Weatherman Vintage Speed:

Klass 2.5G:	16,8 s / 172,4 km/h	Per Stjärnesund
Klass 2.5D	16,5 s / 175,5 km/h	Lennart Nord
Klass 6.6G:	16,3 s / 177,6 km/h	Johan Rasmussen

Minispeed (Results in km/h):

Place, Name	Nation	Class	1	2	3	Best	
			Km/h (sec)	Km/h (sec)	Km/h (sec)	%	Km/h
1. Sverker Evans	SWE	3	92,5 (38,9)	0	0	64,5	92,5
2. Per Vassbotn	NOR	1	0	0	0	0	
3. Ingemar Larsson	SWE	3	0	0	0	0	

Classes Contest records

1. Cox Black Widow 141,7 km/tim
3. Diesel engine, steel liner/piston, without pipe 143,4 km/tim

Semispeed (Results in km/h):

Place, Name	Nation	1	2	3	Best
1. Per Stjärnesund	SWE	159,3	0	0	159,3
2. Jonatan Karlsson, Jr	SWE	135,3	129,5	154,5	154,5
3. Vernon Hunt	GBR	147,5	144,0	136,9	147,5
4. Ingemar Larsson	SWE	136,9	140,6	134,3	140,6
5. Niklas Karlsson	SWE	115,0	121,2	0	121,2
6. Sverker Evans	SWE	96,8	93,5	0	96,8

F2B Stunt – World Cup / Open Nordic Champs:

Place, Name	Nation	1	2	3	2 Best	WC Points
1. Jun Yang	CHI	1064	1071	1120	2192	13
2. Bingchu Jiang	CHI	1048	977	1085	2133	12
3. Hongqi Liu, Junior	CHI	968	992	1052	2044	11
4. Staffan Ekström	SWE	1002	984	1033	2035	10
5. Niklas Löfroth	SWE	963	525	941	1904	9
6. Anders Hellsén	SWE	941	908	949	1891	8
7. Lennart Nord	SWE	918	962	926	1888	7
8. Clamer Meltzer	NOR	954	0	920	1873	6
9. Kai Karma	FIN	877	883	919	1802	5
10. Per Vassbotn	NOR	838	0	761	1599	4
11. Johan Rasmussen	SWE	681	0	807	1488	3
12. Carl Johan Fanoe	DEN	728	0	678	1406	2
13. Michael Palm	SWE	172	0	794	966	1

Semistunt (beginner class):

Place, Name	Nation	1	2	3	2 Best
1. Stefan Olsson	SWE	133	673	863	1536
2. Ingemar Larsson	SWE	519	773	178	1292
3. Torbjörn Lundgren	SWE	298	319	24	617
4. Martin Alkestrand	SWE	22	186	213	399

Good Year Racing/F2F:

Place, Name	Nation	1
1. Ole Bjetager / Jesper B Rasmussen	DEN	3.58,4
2. B-O Samuelsson / Lennart Nord	SWE	4.47,8
3. Per Vassbotn / Johan Rasmussen	NOR/SWE	6.12,1
4. Ingemar Larsson / Bernt Gustavsson	SWE	9.26,5
5. Jonatan Karlsson / Niklas Karlsson	SWE	13 laps
6. Mart Sakalov / Ola Murelius	SWE	0

Good Year Racing/F2F (Swedish Champs):

Place, Name	Nation	1
1. B-O Samuelsson / Lennart Nord	SWE	4.47,8
2. Ingemar Larsson / Bernt Gustavsson	SWE	9.26,5
3. Jonatan Karlsson / Niklas Karlsson	SWE	13 laps
4. Mart Sakalov / Ola Murelius	SWE	0

F2D Combat – World Cup / Open Nordic Champs:

Place, Name	Nation	1	2	3	4	5	6	7	8	WC
Points										
1. Sergei Tsukov	EST	5 W	20 W	25 L	36 W	39 W	-	43 W	45 W	28
2. Jose Luis Lopez	ESP	9 W	22 W	27 W	34 W	39 L	41 W	44 W	45 L	24
3. Audrius Rastenis	LTU	1 W	18 W	31 W	35 W	40 W	42 L	43 L	(W)	21
4. Dmitri Varfolomejev	EST	3 W	22 L	29 W	33 W	38 W	42 W	44 L	(L)	17
5. Andreii Lutsyk	UKR	8 W	18 L	30 W	32 W	37 W	41 L			16
6. Francisco Mons	ESP	11 W	12 W	25 W	37 L	40 L				15
6. Lennart Nord	SWE	7 W	16 W	24 W	35 L	38 L				15
8. Jussi Forss	FIN	2 W	21 W	31 L	34 L					12
8. Timo Forss	FIN	12 L	23 W	28 W	36 L					12
8. Ilia Rediuk	UKR	4 L	15 W	26 W	33 L					12
11. Antonello Cantatore	ITA	10 W	21 L	29 L						7
11. Antonio Giandrini	ITA	6 W	19 L	26 L						7
11. Lyubomyr Lylyk	UKR	9 L	13 W	28 L						7
11. Manuel Mateo	ESP	6 L	17 W	30 L						7
11. Adriano Molteni	ITA	8 L	14 W	24 L						7
11. Gustav Od	SWE	3 L	19 W	32 L						7
11. Sofija Rastenis Jun F	LTU	4 W	13 L	27 L						7
18. Bart Gijsbertsen	NED	1 L	15 L							1
18. Bert Gijsbertsen	NED	5 L	23 L							1
18. Marija Rastenis Jun F	LTU	10 L	16 L							1
18. Xavier Riera	FRA	7 L	14 L							1
18. Per Vassbotn	NOR	2 L	20 L							1
18. Leo Voss	NED	11 L	17 L							1

Junior Results:

1. Sofija Rastenis Jun F LTU
2. Marija Rastenis Jun F LTU

Female Results:

1. Sofija Rastenis Jun F LTU
2. Marija Rastenis Jun F LTU

Goodyear Podium of the Swedish Champs; Ingemar, Bernt, Lennart (what are you doing?), Bengt-Olof, Niklas and Jonatan.

F2D: Jose Luis Lopez ESP, Sergei Tsukov EST, and Audrius Rastenis LTU.

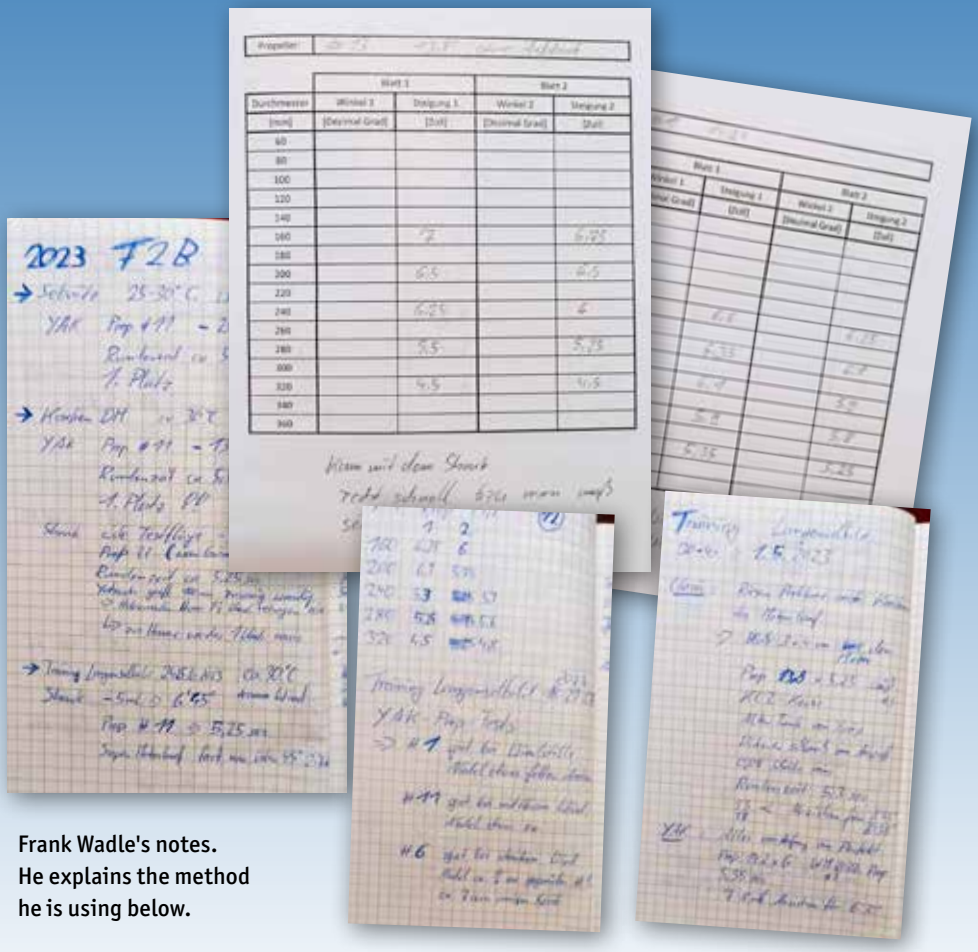
F2D Jr and female: Marija Rastenis Jun LTU and Sofija Rastenis Jun LTU.

The winner in F2D - Sergei Tsukov have now two Nordic Champ titles as he also won in 2014.

Weatherman Vintage Speed: Per Stjärnesund, Johan Rasmussen, and Lennart Nord.

Semispeed: Jonatan Karlsson, Jr (represented by his father Niklas), Per Stjärnesund, and Vernon Hunt.

F2B-judges Kauko Kainulainen, Claus Vinding Christensen, and Willy Blom.



Frank Wadle's notes.
He explains the method he is using below.

Taking notes on a mobile phone has its advantages. It's also easy to visualize the notes by adding images and weather information. The logbook entries above are made in the Momento app. However, if you want to add more than one image, the premium version is required.

The advantage of keeping a logbook

The first stunt pilot I heard of who kept a logbook was Erik Björnwall. In an article in Lina no. 2-1999, he talked about the benefits of noting down important information about various trim settings and how they affected the model. This inspired me to start making my own notes. For the first few years, it was pen and paper, but I had no real structure, and I often forgot to take notes. I think one of the reasons was that I rarely practiced flying at that time and was cautious about making trim changes. There simply wasn't much to keep track of.

When the notes moved into my iPhone in 2010, it became easier to structure the information and find it. The app I use is called Momento. Since the free version now has certain limitations, I pay a couple hundred kronor a year for the premium version. This is because I want to be able to add more images, screenshots from the weather app, etc.

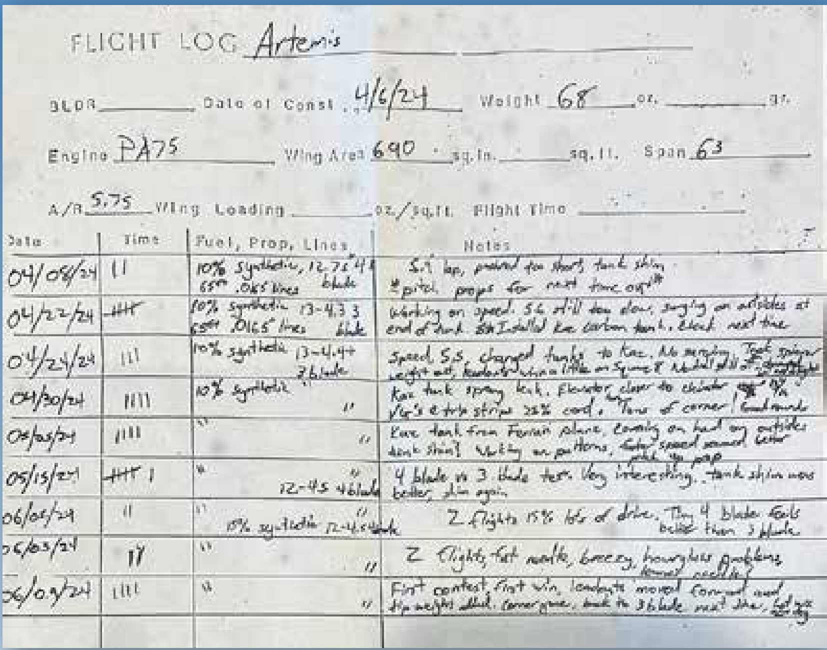
Writing notes and keeping track of the number of completed patterns after each training session has encouraged me to gradually increase my training dose. With the help of the notes, I have also gotten more organized with my models and engines, which has minimized technical problems. In this way, my training has become more efficient, and there have been fewer wasted flights. Being able to quickly and easily find information about fuel consumption, release RPM, propeller selection, trim settings, line length, and so on is worth a lot to me. Especially when you have several models to keep track of.

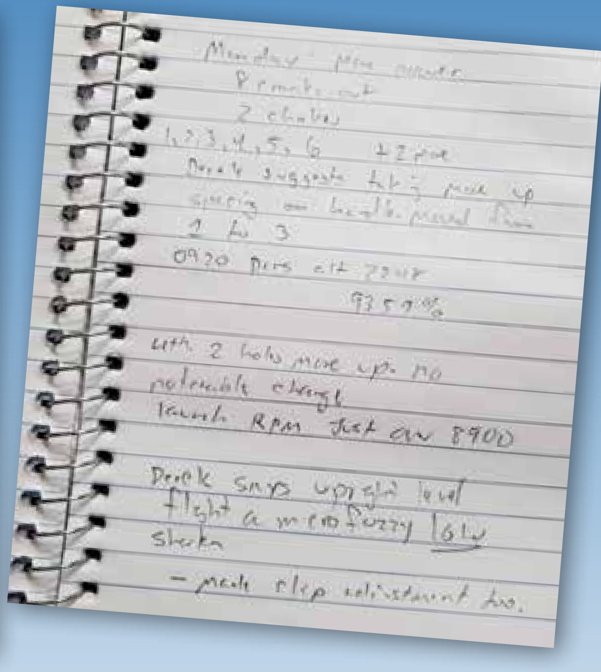
■

Niklas Löfroth

Frank Wadle on Logbook:

I tried keeping a logbook of every flight, but after a few weeks I noticed there is a lot of data recorded that I don't need and most of it is worthless.
So I changed my approach and instead only took notes when things don't work (so I don't repeat this mistake in the future) and I take notes when I test things, like propeller. As you see I'm old-fashioned and still use pen and paper.
What has proven to be far more important is a notebook I keep for the propellers.
Every prop I have is on one page, with pitch at various diameters. And more important, some notes.





These are notes from Matthew Colan's Logbook. He uses a copied form made by Todd Lee. Matthew was a member of the American F2B team at the World Championships in Muncie 2024.

These notes belong to Steve Fitton. A simple notepad and a pencil is all it takes to get started!

The text below is a translation from Erik Björnwall's article on the subject in Lina no. 2-1999:

I cannot honestly claim that I regularly keep a flight log. However, I can say that I am definitely in favor of flight logs. So I am for keeping a logbook!

The older you get, the better you understand the need to replace memory's shortcomings with brief notes. In our specific case, it concerns notes that can be important to start flying in spring with as few time-consuming mistakes as possible, to adjust the engine correctly when you've been forced to change both glow plugs and propeller just before a competition start, or to be able to tell a friend who also has an OS 25 that this setting, propeller, spark plug, and line length worked well for me.

It doesn't need to be complicated. A simple notebook and pen will do just fine, then you can transfer everything to the computer when you get home and make statistics and colored 3D diagrams if you want, but that's definitely "overkill" as the Americans say. Paper and pen go a long way!

Note relevant data but don't be too verbose. Too much information just makes everything difficult to overview and sets you up to lose interest soon. Short, concise, and relevant are the key words. When you start the work, you might need to note quite a lot to have a starting point. Especially on that spring day when it's time to bring out the engine and tank from winter storage (You do remove them from the model in fall, clean and oil them, right?), questions usually arise. Then it can be good to have noted any shims under the engine mounts or under the tank, propeller, glow plug, fuel mixture, etc. If you have many models running or switch engines in and between models, it can easily become overwhelming. When you then start flying, it's a great help for the next flight, next competition, next airplane, to constantly note changes in leadout adjustment, tip weight, center of gravity placement, etc., and what effects you see from the changes. Notes about the effect of changed compression and about fuel consumption with different fuel, propellers, and engine settings are valuable to have before a competition. Notes about engine RPM on the ground before start (requires access to a tachometer) for different combinations of propeller, fuel, line length, etc. help you avoid frustrating situations with completely missed flight speed at a competition start. Test flying just before the competition is always recommended but should it for some reason be impossible (who turned off the alarm clock?!), the notes are invaluable. With the notes, it's also easy to go back to the previous setting or all the way to "square one" if the latest change wasn't good.
In short, do as I say, not as I do!

Erik Björnwalls
INSTÄLLNINGAR 98-08

Grålle på 63" linor:
12x5 Bolly med release rpm 9.800
ger c.a 5,2 s/v
14 cc måste sugas ur tanken

Kestrel-98 på 64"linor:
12x5 Bolly verkar dra bäst i blåst (möjligen problem i fyrkövern där motorn inte vill gå över tvåtakt i första bladet). Release rpm 9.600 – 9.700 ger c:a 5,2 s/v.
Nålen någon mm bakom rätt nedåt är riktvärde.

11x4,75 Bolly 3B fungerar fint i lugnt väder, 8.800 rpm ger c:a 5,4 s/v,
9.100 ger c:a 5,3 s/v.
Nålen rätt nedåt är riktvärde för 9.000 rpm.

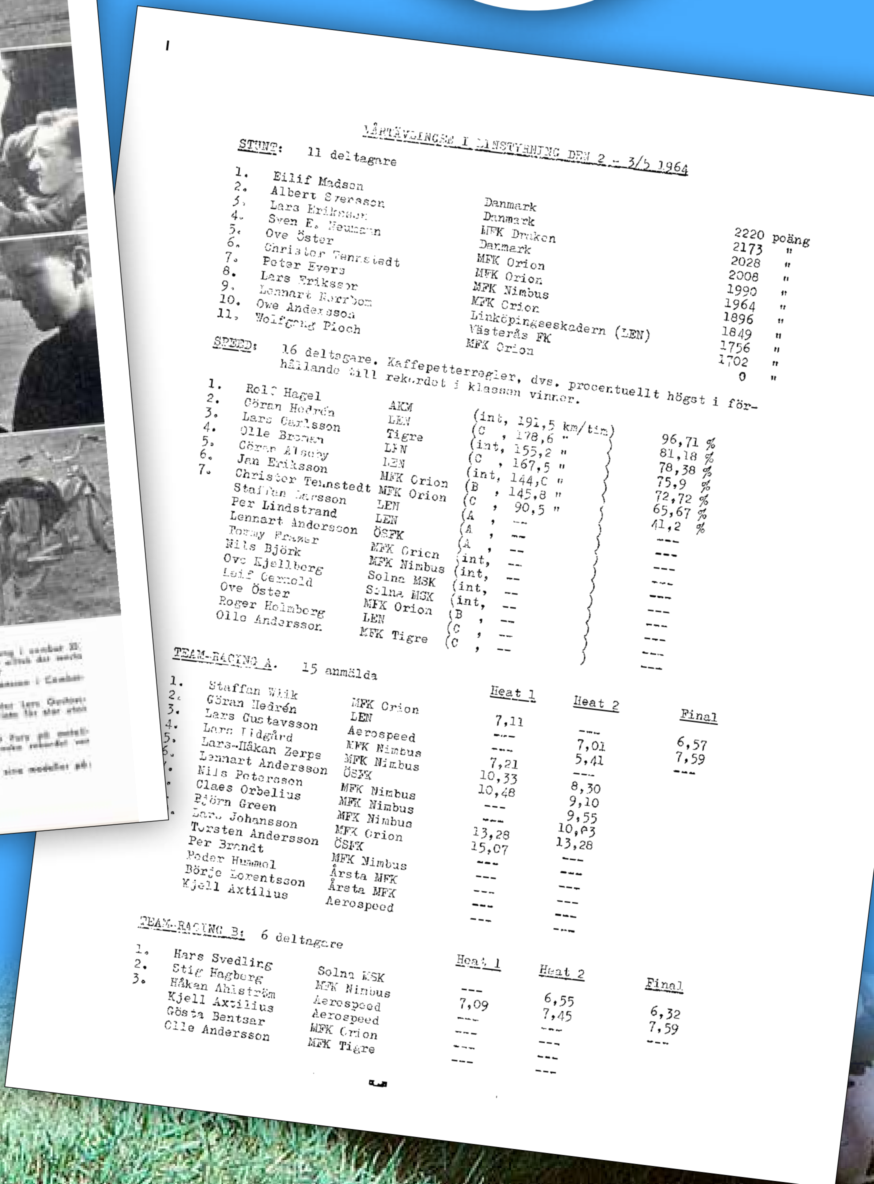
18 cc måste sugas ur tanken (gäller båda propparna).

Ove Andersson berättar –

Historien om min första stunttävling 1964 – *Ett 60-årsminne*

Vårtävlingen 1964 på Bromma flygplats blev min första tävling i stuntklassen. Min insats slutade med en praktkrasch i betongbanan.
Jag hade då en Thunderbird med en FOX .40 RC utan ljuddämpare. Ljuddämpare var ovanligt på den tiden och det fanns inget krav på ljudnivåmätning.
Från början hade jag byggt en Veco Thunderbird II vilken jag hade flugit och råkat ut för en del missöden med så jag byggde en ny kropp som liknade den äldre versionen med stående motor.
Det var första året man flög samma FAI-program i alla omgångar (AMA-programmet). Om det var i andra eller tredje flygningen kraschen hände kommer jag inte i håg, men jag flög nog åttan över huvudet och modellen vände och kom rakt ner mot centrum där jag stod. Att springa och sträcka linorna i det läget var inget att tänka på. Modellen slog ner 90 grader i betongen, trodde att motorn var skrot, men vevhuset var okej, vevaxeln lite krokig och bakplattan lite tilltryckt.
Modellen var inget att laga, men motorn med ny vevaxel och riktad bakplatta fungerade igen.
Tävlingsplatsen var placerad vid en banända som inte användes och slutade vid en skog som nog gjorda att det blev turbulens. Stunten flögs närmast skogen och jag var inte så erfaren och var inte beredd på vad som kan hända med vinden.
Efter denna tävling så byggde jag en Ares med Fox .35. Jag blev inspirerad av att se Albert Svensson från Danmark flyga sin Ares så jag köpte en byggsats och flög den, men den blev litet tung beroende på byggsatsbalsan och vingen blev inte rak. Tävlade med den i Motala året därpå.
Efter det byggde jag en modifierad Nobler (Silverbird) med först Veco .35 och den byttes senare till Fox.35.
Trots en sådan första tävling där jag kom sist så tappade jag inte sugen utan fortsatte och lyckades bättre efter hand. Några tävlingar senare så lyckades jag också vinna Vårtävlingens vandringspris. ■

Ove Andersson SWE 387



VÅRTÄVLINGEN I LINSTYRNING DEN 2 - 3/5 1964

STUNT: 11 deltagare

1.	Eilif Madson	Danmark	2220 poäng
2.	Albert Svensson	Danmark	2173 "
3.	Lars Eriksson	MFK Draken	2028 "
4.	Sven E. Neumann	Danmark	2008 "
5.	Ove Öster	MFK Orion	1990 "
6.	Christer Tennstedt	MFK Orion	1964 "
7.	Peter Evers	MFK Nimbus	1896 "
8.	Lars Eriksson	MFK Orion	1849 "
9.	Lennart Norrbom	Linköpingseskadern (LEN)	1756 "
10.	Ove Andersson	Västerås FK	1702 "
11.	Wolfgang Pioch	MFK Orion	0 "

SPEED: 16 deltagare. Kaffepetterregler, dvs. procentuellt högst i förhållande till rekordet i klassen vinner.

1.	Rolf Hagel	AKM	(int, 191,5 km/tim)	96,71 %
2.	Göran Hedrén	LEN	(C , 178,6 "	81,18 %
3.	Lars Carlsson	Tigre	(int, 155,2 "	78,38 %
4.	Olle Broman	LEN	(C , 167,5 "	75,9 %
5.	Göran Alsoby	LEN	(int, 144,0 "	72,72 %
6.	Jan Eriksson	MFK Orion	(B , 145,8 "	65,67 %
7.	Christer Tennstedt	MFK Orion	(C , 90,5 "	41,2 %
	Staffan Larsson	LEN	(A , --	---
	Per Lindstrand	LEN	(A , --	---
	Lennart Andersson	ÖSFK	(A , --	---
	Tommy Frazer	MFK Orion	(int, --	---
	Nils Björk	MFK Nimbus	(int, --	---
	Ove Kjellberg	Solna MSK	(int, --	---
	Leif Cernold	Solna MSK	(int, --	---
	Ove Öster	MFK Orion	(B , --	---
	Roger Holmberg	LEN	(C , --	---
	Olle Andersson	MFK Tigre	(C , --	---

TEAM-RACING A. 15 anmälda

			Heat 1	Heat 2	Final
1.	Staffan Wiik	MFK Orion	7,11	---	6,57
2.	Göran Hedrén	LEN	---	7,01	7,59
3.	Lars Gustavsson	Aerospeed	---	5,41	---
4.	Lars Lidgård	MFK Nimbus	7,21	---	
5.	Lars-Håkan Zerpe	MFK Nimbus	10,33	8,30	
6.	Lennart Andersson	ÖSFK	10,48	9,10	
7.	Nils Petersson	MFK Nimbus	---	9,55	
	Claes Orbelius	MFK Nimbus	---	10,03	
	Björn Green	MFK Nimbus	13,28	13,28	
	Lars Johansson	MFK Orion	15,07	---	
	Torsten Andersson	ÖSFK	---	---	
	Per Brandt	MFK Nimbus	---	---	
	Peder Hummel	Årsta MFK	---	---	
	Börje Lorentsson	Årsta MFK	---	---	
	Kjell Axtilius	Aerospeed	---	---	

TEAM-RACING B: 6 deltagare

			Heat 1	Heat 2	Final
1.	Hars Svedling	Solna MSK	---	6,55	6,32
2.	Stig Hagberg	MFK Nimbus	7,09	7,45	7,59
3.	Håkan Ahlström	Aerospeed	---	---	---
	Kjell Axtilius	Aerospeed	---	---	
	Gösta Bentsar	MFK Orion	---	---	
	Olle Andersson	MFK Tigre	---	---	

Silverbird hade en högre fena från början men modifierades senare och gjordes lägre.

Engine tips:

Classic .35-engines

Many of us have discovered that it's fun to build and fly classic stunt planes in 35-size from the pre-1970 era, and I believe that more than just me would like to try putting a period-correct stunt engine in the model!

The first engine that comes to most people's minds is probably the Fox 35, which must be considered the most popular stunt engine of all time. If you're open to trying something a bit more unique, there's quite a lot to choose from! I've amused myself by collecting images and information about 35-size engines from the Classic era. It turned out to be quite a lot! Several of these engines are easy to get and relatively inexpensive, while others are real treasures that were manufactured in just a few examples.

Not all are equally good, some might be a bit heavy. Many are incredibly beautiful while others have quite odd appearances. Many lack mufflers, but it's not too difficult to find suitable alternatives in the aftermarket. Some of the engines have the exhaust on the left side, which can be practical if the engine is mounted inverted. When it comes to fuel for these older engines, you should expect to mix in 23-28% oil, where at least half of this is castor oil.

Brands from all corners of the world

The aforementioned Fox 35 was manufactured for more than 50 years and came out in several versions and anniversary editions. McCoy, Veco, Johnson, K&B, and Forster also came out in several versions. The French stunt engine Micron Meteor M35 is very beautiful with its blue top. Anyone who puts one of these in their model will probably be the first here in the Nordic countries to fly with one! If you acquire a Super Tigre 35, you must ensure that it's the stunt version of the engine you're about to buy. The piston should have a baffle. If it's missing, then it's a Combat engine.

O.S. Max 35S is also an incredibly popular engine. Before it, O.S. came out with at least four different 35s that would also be fun to try. Fuji and Enya also have nice 35s to choose from.

From Eastern Europe, we have MVVS, Moki, Pollet, Tono, Poisk, and Kometa. Anyone who's planning to build a Super Master by Josef Gabris probably wants an MVVS 5.6cc A in the front, making the plane completely authentic!

For those who want to be extra unique, there are also diesel engines from P.A.W. The English Merco 35 Stunt is many people's favorite, but Australia can also offer well-made engines such as Sabre 35 and Burford Glo Chief 35.

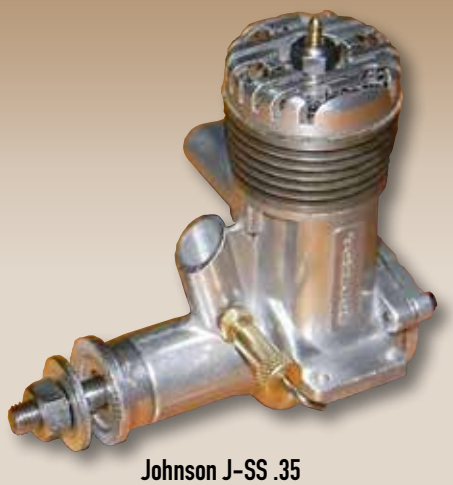
The easiest way to get an older engine is by searching on Ebay and Tradera. Most things can be found there with a little patience. Just pick and choose!

■

Niklas Löfroth

McCoy 35 Red Head

Forster .35



Johnson J-SS .35

K&B Allyn Torpedo 35

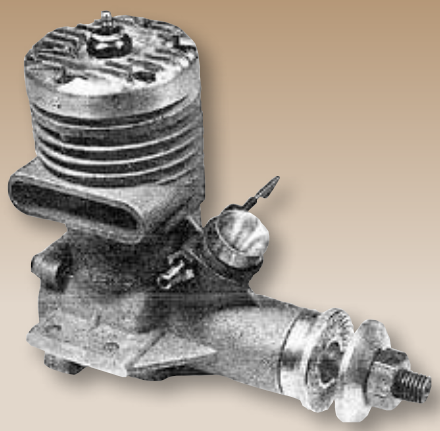
K&B 35 Torpedo Green Head

K&B 35 Stallion

Veco 35 (early version)

Veco 35

Micron Meteor M35



Super Tigre C35 Stunt

Super Tigre 35 Stunt

Super Tigre G 21 35 Stunt

O.S. .36 Twin Stack

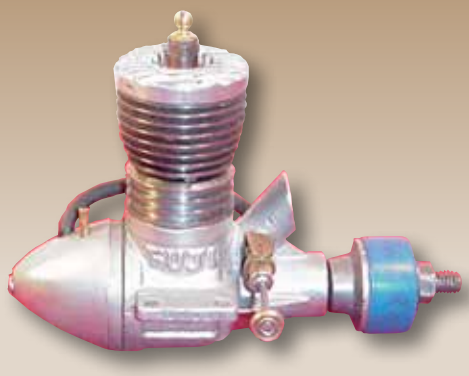
O.S. Max-I 35

O.S. Max-II 35

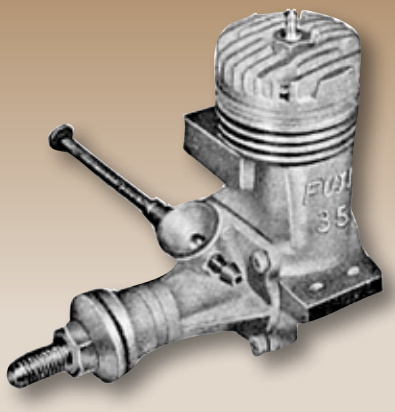
O.S. Max-III 35

O.S. Max 35 S

O.S. Max-H 35

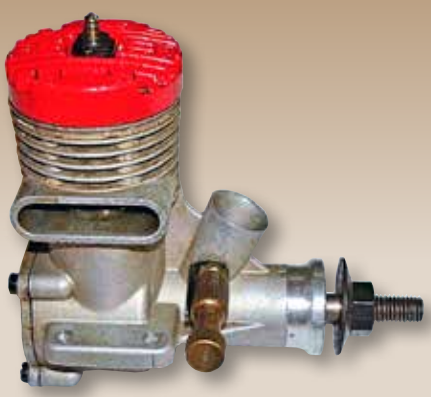


Fuji 35 Stunt



Fuji 35 (early version?)

Fuji 35



Merco 35

Sabre 35

Burford Glo Cheif 35

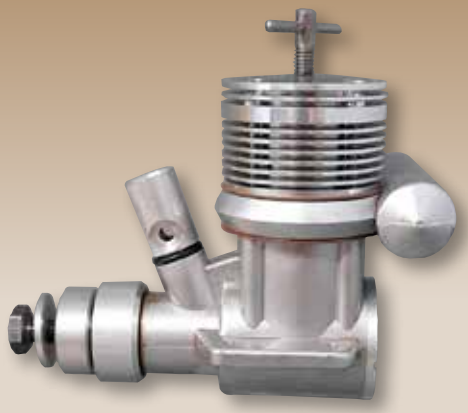
Polet 5,6cc

MVVS 5,6cc AL

MVVS 5,6cc A

P.A.W. 35 Diesel (early version?)

P.A.W. 35 Diesel



P.A.W. 35 Diesel (later version?)

Enya I 35, Model 5001

Enya II 35, Model 6001

Enya III 35, Model 5224

Enya III 35, Model 5224

Enya III 35 BB, Model 5224

Enya V 35, Model 5225

Fox 35 Stunt, Early version

Fox 35 Stunt

8-bolt Fox 35

Super Power Fox 35

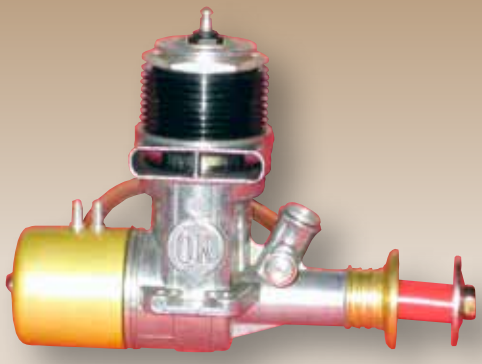
Fox 35 Stunt 40th anniversary

Fox 35 Stunt 60th anniversary

Moki M-2

Moki M-3 6

Tono 5,6cc Sport



Herkimer OK Cub 35

Poisk 35 Stunt

Kometa 5

Bygg-tips:

Jozef Gábriš och hans klassiska

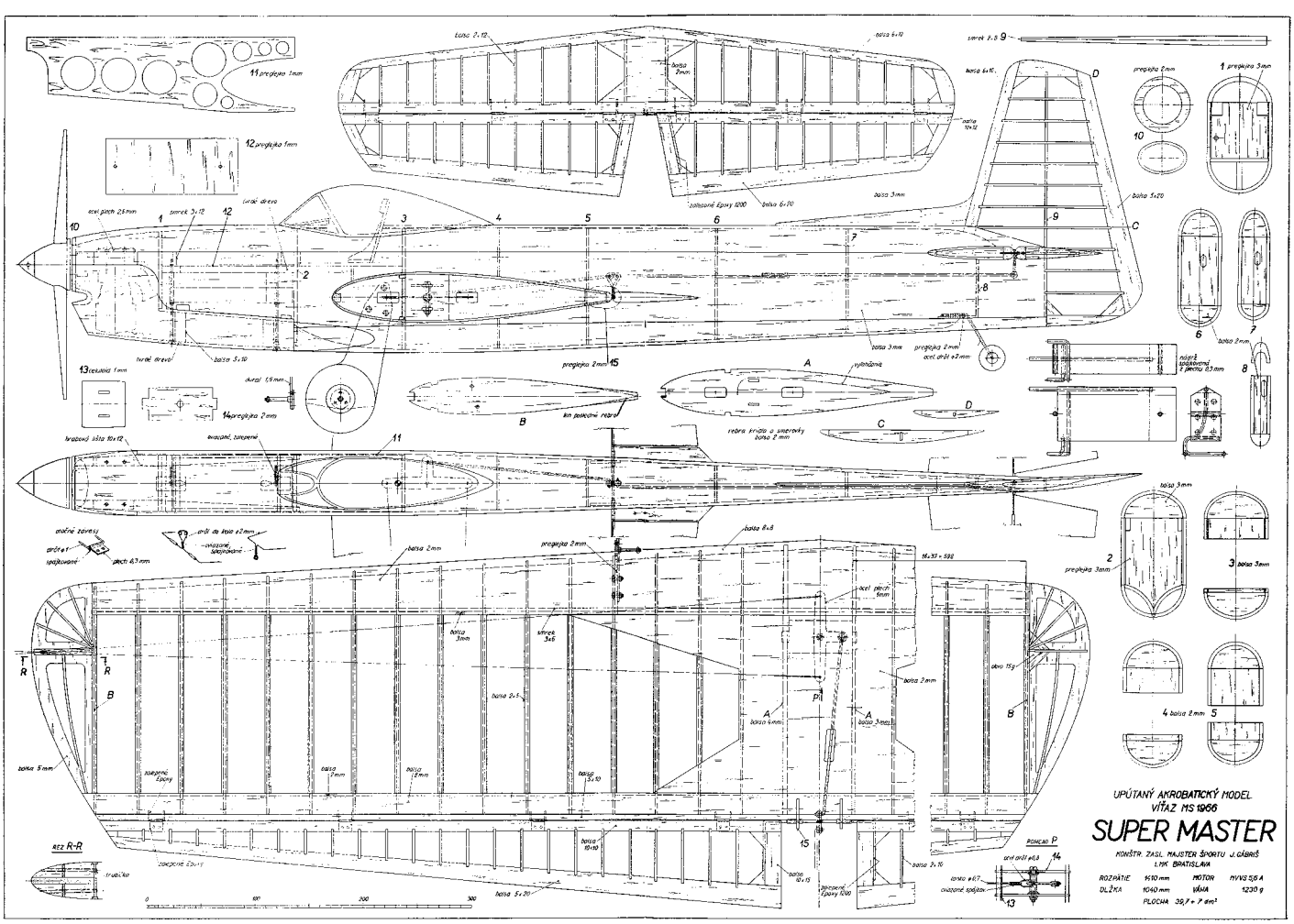
Super Master

Den legendariske stuntflygaren Jozef Gábriš från dåvarande Tjeckoslovakien var oerhört framgångsrik under hans långa tävlingskarriär. Den första stora framgången kom redan 1958 med vinsten vid Critérium d'Europe (des As) i Bryssel, Belgien. Därefter kom flera fina placeringar under både 60- och 70-talet med bl a två VM-vinster. Modellen som Jozef Gábriš flög och tävlade med var hans egen konstruktion Super Master. Motorn som han använde i modellen var en MVVS 5,6cc A med bakinsug. Den som letar efter ett lämpligt byggprojet till Classic kan knappast gå fel med denna kärra. Sedan är det en smaksak vad gäller motorvalet. En modern motor är såklart mer potent men den som lyckas få tag på en MVVS 5,6cc A har möjligheten att vara classic i alla avseenden. Hoppas att detta kan inspirera dig att bygga en Classic-kärra i vinter!

■

Niklas Löfroth

Om man vill använda samma typ av motor som Jozef Gábriš så stoppar man en MVVS 5,6cc A i modellen. Ritning på Super Master finns att ladda ner från Outerzone.



Stability and sensibility

How to set up your models for high performance

Control line pilots know that a handle with smaller distance between the lines will make it easier to fly a model. When new pilots have to fly a control line model for the first time it is a common trick to give him a small handle. A two-finger handle will make the model more stable and easier for him to control. After the first flights he will be able to fly the model on a normal handle.

But how can a small handle make a model more stable? Without changing the position of the center of gravity the stability of the model should be the same. The stability of the model should have no relation to the size of the control handle. But it is a common experience for control line pilots that the smaller handle will make it easier to fly an "unstable" model.

The problem for new pilots is that they are moving the handle too much. They give too much control input to the model. By giving the new pilot a small handle, we can reduce this input to the control system. This will give smaller fluctuation and the pilot will find that it is easier to control the model.

We have actually not made any changes to the stability of the model. We have only reduced the input from the pilot. We have made the control system less sensible.

The stability of a control line model is highly related to the position of the center of gravity (CG). The closer the center of gravity is to the front of the wing the more stable the model will be to fly.

The lift of a wing is acting at a point that is located close to the 25% point on the wing cord. When the center of gravity is located in front of this lift center the model it will be self-stabilizing. If the center of gravity is located behind the lift center the model will be (very) unstable.

All model airplanes and most full-size planes are designed to have the CG well in front of the center of lift. Only with a lot of advanced computer control it is possible to fly a jet fighter with the lift center at or behind the center of gravity.

When we fly a model and want it to perform a tight maneuver the stability of the model will try to keep us from doing this. The more stable the model is, the more elevator movement will be need to steer the model into a sharp maneuver. A big deflection of the elevator will not only force the model into a tight maneuver. It will also give a lot of air resistance or drag to the model. The elevator will act as an air brake and slow down the model.

If we move the center of gravity back (closer to the lift center) it will be easier to force the model into the maneuver. We will be able to fly the same maneuver with less deflection of the elevator. The smaller deflection will give less drag and the speed will remain high in maneuvers.

The flip side of moving the CG back is that the pilot will find it difficult to fly this less stable model. But we can now use the same trick on this model as we used for the beginner. We can reduce the pilot input to the control system. A smaller handle could be one way to go but we can also just change the gearing between the bellcrank and the elevator. A simple way is to use a higher control horn.

Some years back we (the Danish Combat Vikings) started to trim our F2D models with smaller deflections of the elevator and the center of gravity closer to the lift center. On our models we have traditional been using 30-35 degrees elevator deflection to fly our F2D models through sharp maneu-

vers. By moving the CG back and reducing the elevator deflection to 10-12 degrees we could still fly these models. The models were flying the same way but the speed loss in small looping's went down.

One very interesting finding with this new trim was that the pilot could not tell if his model has been made stable by moving the center of gravity forward or by reducing the elevator deflection. A tail heavy and less stable model could be made stable again by reducing the sensibility of the control system. The only difference for the pilot was that his model now could keep up the speed in maneuvers.

It is easy to reduce the elevator deflection by replacing the traditional control horn by a new higher version. Moving the CG back is also easy. Mount the engine as far back as possible, use lightweight engine mounts and place coins at the trailing edge until you get the CG where you want it to be.

The position of the lead out wires depends on the line drag and the center of gravity position. When you move the CG you also have to move the position for the lead-out wires by the same distance.

The small elevator deflection rises a new problem. With the small deflection angle it is difficult to adjust the control system to give just the right deflection up and down. A single degree can be difficult to see but it will make a big difference on the model performance. To improve the quality of the model trim we then developed a measuring instrument to help adjusting the control system. With the "Klap-o-Meter" we can now measure and adjust the elevator position with a precision of less than one degree.

The exact position of the center of gravity is also more critical when you trim your models for smaller elevator deflections. To measure and verify the CG position we have developed the "CG meter". This instrument makes it possible to adjust the position of the CG within one millimeter or less.

These two instruments made it possible for us to measure the trim at a precision higher than what we could do by test flying the models. A pilot will just be able to feel the difference if he put an extra coin on his model but with the CG-meter it is possible to measure half a coin.

When you set up 8-10 models for a big competition this new procedure will save a lot of time. When the first model in a series have been test flown, it is easy to copy the setting to the rest of the models. All models will have exactly the same trim and fly in the same way. It will not be necessary test fly all these models.

To improve the quality of the model trim we have developed a measuring instrument to help adjusting the control system. With the "Klap-o-Meter" we can now measure and adjust the elevator position with a precision of less than one degree.

With these new instruments it is also possible to copy the setup from a new model to a repaired model. A damaged model may be a little heavier after a repair but if you have the CG in the right position, it will fly almost like a new model.

By doing all the model trim by measuring with our special instruments we got much more time for practicing combat when we go to the flying field.

For years test flying models to adjust CG and elevator setting have been a boring but necessary job. Now trimming models is something you do at home with a cup of coffee. Don't waste your time at the flying field on trimming models. Don't wear out your engines on unnecessary test flights. Your neighbors at the flying field will also appreciate your reduction on the noise load.

If you try this new trim and make drastic changes to the elevator deflections and CG position you might expire another change to the sensibility of your model. The smaller forces it takes to deflect the elevator for an inside loop will reduce the necessary tension on the up line to give this deflection. With a smaller force on your up line, it will flex less than what you are used to.

The more direct response to the movement of the handle might feel like the model is less stable but it is actually caused by a higher sensitivity in the control system.

It might take some time to get used to this lighter and more direct steering.
It is similar to go from an old car, without power steering, to a modern car with power searing. At first you miss the heavy feedback from the steering wheel but soon you will get used to it and then you will never go back to the old bodybuilder steering wheel.

Don't let the years of flying your model as a bodybuilder stop you from enhance the performance of your model. You model don't need to be nose heavy to be stable and it don't need a lot of elevator deflection to fly tight loops. You, the pilot, just have to get used to fly your model as if it had "power steering".

It is easy to try out this new trim. A higher control horn and a couple of coins on the back of your model and you are almost there. Small changes to the model and you are ready to feel the difference. If you don't like this new way of flying the model you can always go back to the old trim.

When you first realize the difference between stability and sensibility you are ready to experiment with the trim of your models. And you will probably find that your model is capable of much more than you ever realized before.
Like nobody want a car without servo steering, pilots will also not go back to nose heavy models when they first find out how to trim their models with less elevator deflection.

■

Henning Forbech

Links:
Klap-o-Meter: https://www.f2d.dk/equipment/model/klapometer.htm

CG-meter: https://www.f2d.dk/equipment/model/cg-meter.htm

Video: https://youtu.be/cjilvrSY4fo

Modellflygfältet i Västervik ligger i mycket vackra omgivningar. Mellan klubbstugan och fältet kunde man söka svalkande skugga under en ek.

Snobben Cup, Woodstock Trophy & Speedy Gonzales Pokal 2024

Även i år har vi genomfört tre deltävlingar i Snobben cup. Det tävlas i F2B, Semistunt och Weatherman Vintage Speed. Totalt har vi varit tolv deltagare, vilket är en mer än tidigare år.

Deltävling 1, Mygglanda, 1:a juni

Tävlingen kördes i ett strålande väder. Vinden låg nästan perfekt i cirkeln och alla omgångar kunde flygas utan störningar. Våra domare, Niclas Olsson och Lars Strågen, hade det lite kämpigt i solen. Dom behövde inte frysa i alla fall. Staffan Ekström och Micke Palm satte genast upp tempot och visade vilka som var på hugget. Tätt efter kom Christian Johansson, Thomas Olsson och Anders Hellsen. Lite på efterkälken kämpade Ingvar Abrahamsson med en något baktung modell.

I Semistunt Hade vi två nybörjare, Ulf Palm, bror till Micke, och Hugo Nordberg, som dessutom flög med en lånad modell. Ulf satte direkt upp ”tempot” då han var den ende som flög hela programmet. Torbjörn Lundgren belade andraplatsen och Hugo gjorde bra ifrån sig med lånad modell och nästan ingen flygerfarenhet.

Mitt på dagen bjöds det på lunch, Mona och Anders hade fixat korv med tillbehör, så alla blev mätta.

Den enda riktiga olyckan var nog när Hugo planterade en Ringmaster så hårt att vingen gick av. Anders hade problem med sin motor vilken går varm, och lyckades inte genomföra alla kompletta flygningar.

I Weatherman dominerar Christian fullkomligt. Han har ordning och reda på sina saker, och då går det ”lätt” att flyga fort. En fröjd att se. Thomas och Torbjörn gjorde så gott dom kunde, men når inte fram riktigt. Men vi har kul!

Deltävling 2, Mygglanda, 3:e augusti

Den här tävlingen hade tyvärr ”våra” domare andra uppdrag (VM i F4C/H, i Rumänien, som om det skulle vara viktigare!), så vi fick agera domare själva. Det är faktiskt nyttigt och lärorikt. Semistuntarna dömer F2B och tvärt om. Fungerar bra på så små tävlingar som denna. Den här gången var vi bara 7 totalt.
Anders hade fått lite ordning på sin motor under sommaren, så han bestämde tempo, med Micke Palm, Thomas och Ingvar jagandes bakom.

I Semistunt Var Ulf ohotad, medan Martin Alkestrand och Torbjörn fightades om andraplatsen.

I Weatherman blev det Thomas som visade vägen, bra fart i den lilla 1cc Profi-motorn. Anders fyllde ut listan med att låna en modell, medan Torbjörn och Martin inte riktigt hittat rätt än.
Som vanligt hade vi ett trevligt lunchuppehåll mitt i allt. Äta måste man.

Deltävling 3, Västervik, 21:a september

En sak med Snobben Cup är att vi ”lånar ut” minst en tävling till någon annan

Ingvar Abrahamsson har bytt ut förra årets Super Chipmunk mot en SV-11 vilket är en märkbar förbättring.

Thomas Olsson deltog i samtliga deltävlingar. Den här bilden togs vid tävlingen i Västervik.

Torbjörn Lundgren flög med sin Vector vid den första deltävlingen på Mygglanda.

Här är alla deltagarna i den tredje deltävlingen som gick av stapeln i Västervik.

Anders Hellsén har brottats med motorproblem under året men när grejerna funkar når han oftast en pallplacering.

Christian Johansson hade en ny modell i år. En elkärra som lånat en hel del mått från Impact. Otroligt lätt och välflygande modell.

klubb. Och förhoppningsvis sprider linflyget lite. I år åkte vi till Västerviks MFK och deras otroligt fina fält. Detta är Christian Johanssons hemmafält. Dagen till ära så kom även Niklas Löfroth, från Karlstad, och Tord Vejdal, Nyköping, ner och deltog, mycket trevligt!
Vädret kunde inte vara bättre, ca 20 grader varmt, lätt vind, förvisso nästan rakt in i solen tidvis, men man kan inte få allt. Klubben ställde upp med grill och publik, vilka gillade att se linflyget. Domare var Niclas Olsson och Anders Hellsen. Att Anders inte flög berodde på att hans motor nu gett upp helt, och att det inte fanns någon reservmodell (orutinerat!)

I F2B tog Niklas taget om förstaplatsen direkt, med sin nya Nitro Max. Tätt följd av Christian, Micke Palm, Thomas och Ingvar. Christian är den enda som flyger med el och att han tränar, det märks. Hans senaste modell kommer nog visa resultat om han fortsätter som han gör.

I Semistunt var det ”som vanligt” Ulf, Torbjörn och Martin. Martin hade oturen att hans motor, en Fox .35, inte startade, så tyvärr blev han utan resultat.

I Weatherman började Tord med att flyga tre flygningar med bra resultat. Thomas och Torbjörn kämpade på och fick godkända flygningar. Christian flög bara en gång, man ska inte anstränga sig i onödan.

I cuperna totalt blev det kul att dela ut vandringspriserna till andra piloter än förra året. Vi får gratulera vinnarna!
Som arrangör så vill jag tacka alla deltagare och hoppas på att vi ses igen nästa år.

■

Anders Hellsén

Snobben Cup 2024 (F2B)
Mikael Palm

Woodstock Trophy (semistunt)
Ulf Palm

Speedy Gonzales pokal (Weatherman)
Thomas Olsson

Priser till tävlingarna har Hellsens Hangar sponsrat med.

Michael fixar något på klubbkompisen Hugo Nordbergs modell.

Ulf Palm hade oturen att gå i backen med sin MoBest. Som tur är så har han två!

Hellséns Hangar sponsrade trevliga priser till alla deltävlingar.

Christian, Staffan och Michael tog hand om prispallen i den första deltävlingen.

SNOBBEN CUP, WOODSTOCK TROPHY & SPEEDY GONZALES POKAL 2024

Resultat deltävling 1: Mygglanda, MFK Snobben, 1 juni

F2B Stunt: Snobben Cup, Domare: Lars Strågen och Niclas Olsson

Pl. Namn	Klubb	Omg 1	Omg 2	Omg 3	Totalt
1. Staffan Ekström	Trelleborgs MFK	1947	2113,5	2127	4240,5p
2. Michael Palm	Kungsbacka MFK	1841	2035,5	1974	4009,5p
3. Christian Johansson	Västervik MFK	1616,5	1851,5	1854,5	3706p
4. Ingvar Abrahamsson	MFK Snobben	1524,5	1918,5	1742	3660,5p
5. Thomas Olsson	Trollhättans MFK	1756,5	1794,5	1849	3643,5p
6. Anders Hellsén (SWE-72988)	MFK Snobben	1672,5	284	580	2252,5p

Semistunt: Woodstock Trophy, Domare: Lars Strågen och Niclas Olsson

Pl. Namn	Klubb	Omg 1	Omg 2	Omg 3	Totalt
1. Ulf Palm	Kungsbacka MFK	893	832	239	1725 p
3. Torbjörn Lundgren	MFK Snobben	318	405	448,5	853,5 p
3. Hugo Nordberg	Kungsbacka MFK	52	76	20	128 p

Weatherman Vintage Speed: Speedy Gonzales Pokal

Pl. Namn	Klubb	Klass / Tid / Hastighet / Procent / motor
1. Christian Johansson	Västerviks MFK	3.5G / 21,1 s / 137,2 km/h / 85,3 % / TOP
2. Thomas Olsson	Trollhättans MFK	2.5D / 21,6 s / 134,1 km/h / 75,5 % / Fora
3. Torbjörn Lundgren	MFK Snobben	2.5D / 23,7 s / 122,5 km/h / 69,0 % / MVVS

Resultat deltävling 2, Mygglanda, MFK Snobben, 3 augusti

F2B Stunt: Snobben Cup, Domare: deltagarna. Räknare: Anders Hellsen

Pl. Namn	Klubb	Omg 1	Omg 2	Omg 3	Totalt
1. Anders Hellsén	MFK Snobben	1776	1857	1718	3633p
2. Michael Palm	Kungsbacka MFK	1645,5	1745	1616,5	3390,5p
3. Thomas Olsson	Trollhättans MFK	1596	1705,5	1639,5	3345p
4. Ingvar Abrahamsson	MFK Snobben	1555,5	1030,5	1490,	5 3046p

Semistunt: Woodstock Trophy, Domare: deltagarna. Räknare: Anders Hellsen

Pl. Namn	Klubb	Omg 1	Omg 2	Omg 3	Totalt
1.Ulf Palm	Kungsbacka MFK	817	1004	989	1993p
2.Torbjörn Lundgren	MFK Snobben	340,5	379	369	748p
3.Martin Alkestrand	MFK Snobben	277,5	251	68,5	528,5p

Weatherman Vintage Speed: Speedy Gonzales Pokal

Pl. Namn	Klubb	Klass / Tid / Hastighet / Procent / motor
1. Thomas Olsson	Trollhättans MFK	1G / 11,6 s / 124,8 km/h / 85,4 % / Profi
2. Anders Hellsen	MFK Snobben	2,5D / 20,1 s / 144,1 km/h / 81,1 % / Fora
3. Torbjörn Lundgren	MFK Snobben	2,5D / 26,1 s / 110,9 km/h / 62,4 % / MVVS
4. Martin Alkestrand	MFK Snobben	2,5D / 40,1 s / 70,5 km/h / 39,7 % / Webra

Resultat deltävling 3: Final, Västerviks MFK, 21/9

F2B Stunt: Snobben Cup, Domare Niclas Olsson, Anders Hellsén, räknare Anders Hellsén

Pl. Namn	Klubb	Omg 1	Omg 2	Omg 3	Totalt
1. Niklas Löfroth	Karlskoga MFK	1824,5	1931	1987	3918 p
2. Christian Johansson	Västerviks MFK	1691,5	1881	1751,5	3632,5 p
3. Michael Palm	Kungsbacka MFK	1770	1592,5	1748,5	3518,5 p
4. Thomas Olsson	Trollhättans MFK	1682,5	1697,5	1665,5	3380 p
5. Ingvar Abrahamsson	MFK Snobben	1234	1599	1627,5	3226,5 p

Semistunt: Woodstock Trophy, Niclas Olsson, Anders Hellsén, räknare Anders Hellsén

Pl. Namn	Klubb	Omg 1	Omg 2	Omg 3	Totalt
1. Ulf Palm	Kungsbacka MFK	814	717,5	870,5	1684,5 p
2. Torbjörn Lundgren	MFK Snobben	139,5	282	185,5	467,5 p
3. Martin Alkestrand	MFK Snobben	0	0	0	0 p

Weatherman Vintage Speed: Speedy Gonzales Pokal

Pl. Namn	Klubb	Klass / Tid / Hastighet / Procent / motor
1. Christian Johansson	Västerviks MFK	MFK 3,5G / 18,4 s / 157,4 km/h / 97,8 % / TOP
2. Tord Vejdal	Nyköpings MK	3,5G / 20,2 s / 143,3 km/h / 89,0 % / MEGA
3. Thomas Olsson	Trollhättans MFK	1G / 12 s / 120,7 km/h / 82,5 % / Profi
4. Torbjörn Lundgren	MFK Snobben	2,5D / 24,9 s / 100,9 km/h / 56,8 % / MVVS

Totalresultat 2024:

F2B Stunt: Snobben Cup

Pl. Namn	Klubb	Tävling 1	Tävling 2	Tävling 3	Totalt
Michael Palm	Kungsbacka MFK	4009,5	3390,5	3518,5	10918,5
Thomas Olsson	Trollhättans MFK	3643,5	3345	3380	10368,5
Ingvar Abrahamsson	MFK Snobben	3660,5	3046	3226,5	9933
Christian Johansson	Västerviks MFK	3706	–	3632,5	7338,5
Anders Hellsen	MFK Snobben	2252,5	3633	–	5885,5
Staffan Ekström	Trelleborgs MFK	4240,5	–	–	4240,5
Niklas Löfroth	Karlskoga MFK	–	–	3918	3918

Semistunt: Woodstock Trophy

Pl. Namn	Klubb	Tävling 1	Tävling 2	Tävling 3	Totalt
Ulf Palm	Kungsbacka MFK	1725	1993	1684,5	5402,5
Torbjörn Lundgren	MFK Snobben	853,5	748	467,5	2069
Martin Alkestrand	MFK Snobben	–	528,5	–	528,5
Hugo Nordberg	Kungsbacka MFK	128	–	–	128

Weatherman Vintage Speed: Speedy Gonzales Pokal

Pl. Namn	Klubb	Tävling 1	Tävling 2	Tävling 3	Totalt
Thomas Olsson	Trollhättans MFK	75,5	85,4	82,5	243,4
Torbjörn Lundgren	MFK Snobben	69	62,4	56,8	188,2
Christian Johansson	Västerviks MFK	85,3	0	97,8	183,1
Tord Vejdal	Nyköping modell klubb	–	–	89	89
Anders Hellsen	MFK Snobben	0	81,1	–	81,1
Martin Alkestrand	MFK Snobben	0	39,7	–	39,7

Allan Korup was a mechanic in F2F.

World Cup Herning

Herning Modelflyveklub, Skinderholm flyveplads, 17–19 May 2024

The weekend after Karlskoga the flying continued in Herning in Denmark with more or less the same classes and the same pilots... So there are three options to make a report from the contest; One is to copy the one from Karlskoga (would anyone notice it?), second is to let ChatGPT write an article (sounds tempting!) and the third is to write a new one (but it will be very much alike the one from Karlskoga). At the moment I go for the last alternative...

F2A Speed

With Niels from the Swedish contest with a stable self confidence he didn't give the others a chance even if he "only" reached 292,2 km/h. Then it was tighter between Ole and our friend from the Czech Republic as Ole were 1,7 km/h faster. The two Comet flyers need to visit their new tarmac circle in Borkop and do some training!

Minispeed

Here we saw the same outcome as in Sweden ie just one pilot to record a time while the other three tried and tried and tried. Gone are the days when you saw 10 pilots fighting for a podium place .... I think it is time to try to make the class more popular again and this in both Norway, Denmark and Sweden. Yes, I know that you need to learn how to ply in a pylon but with a stable model you learn quite quick!!

F2F

With only three teams it was flown one round and then a final. I think all teams wants to forget R1 as soon as possible as no one managed to get a time there. They improved in the final where two of the teams got a time and amazing enough it only differed 4 seconds between them after 200 laps. Poor Per and Calle in the combined NOR/DEN team only managed to reach 22 laps.

Weatherman Vintage Speed

Second largest class after Combat with 14 pilots and once again you needed to set a new record to win. Which is what Lennart did with his 2.5 cc dieselconverted Zorro combat engine. The new record is 16,3 seconds and it makes you wonder how much more it can be improved? 5 others were over 90% and it differed only very little between them. If you don´t come to a contest well prepared you are passed by several others before you have time to say the word "Speedy Gonzales"!

F2B Stunt

Although some misunderstandings in the Herning club our Chines pilots chosed to come to Herning after flying the World Cup in Karlskoga. And just as in Sweden they didn't give the others a chance of reaching the podium. Lennart was closest but still 700 points away... And the three others even more back. So it is time to improve the training or find out other secrets! All Chinese flyers used electric engines while the four European flyers used IC.

Beginners Aerobatics

Here we only had two Swedish flyers and they struggled with not being able to fly all manoeuvers in the pattern. So more training needed here too!

The Stunt pilots participating in Herning; Per Vassbotn NOR, Bingchu Jiang CHN, Calle Fanøe DEN, Anders Hellsen SWE, Lennart Nord SWE, Jun Yang CHN, and Hongqi LIU (jun) CHN.

Carsten Simoni Jörgensen's weatherman model equipped with a newly made KMD.

As usual, there was a barbecue on Saturday evening's banquet. The food was more than plenty.

The pit area was full of beautiful stunt models.

Goodyear Racing

Also here we had three teams and Lennart had a tradition to defend as it was many years since he lost a Goodyear Racing final in Herning. Let go with his pilot at these occasions were Larsson Jr but in the absence of the junior he had to fly with Larsson Sr. The combined NOR/DEN team of Per and Calle now sat a new record by making 32 laps (10 more than in F2F) before the model came in when landing. When Jesper and Ole chosed to run in at 146 laps it was only for Lennart and Ingemar to defile up to 200 laps making Lennarts row of Danish victories be intact!

F2D Combat

Largest class of the completion with 21 pilots from 7 countries and a lot of good heats. We also had 4 juniors and 4 female flyers! In round 1 we saw 4 heats where one pilot had 3 cuts; Bjarne Schou won over Nino Usala with 3-2, Lyubomyr Lylyk won over Bert Gijsbertsen with 3-1 and the same result had Andre Bertelsen when he met Per Vassbotn. And finally Timo Forss had 3-1 against Steen Lysgaard. In round 2 Lyubomyr continued with a 3-1 result, this time against Liv Munch and that made hi the only pilot with three cuts in this round. Kent Thorup and Sofija Rastenis needed two reflies before we saw Sofija as the winner (As she probably like to fly a lot she did the same in round 4 when it was needed two reflies before Andre Bertelsen won over her) . In round 3 Lyubomyrs pal Andrii Lytsuk wanted to show us the also knew how to take cuts as he won over Nino Usala with 3-0. No more with that many cuts in the round. He continued in round 5 with 3-1 in his win over Bjarne Schou!

In the end Natasha Dementieva won over Audrius Rastenis in the final by having 2-1 in cuts. The 3 pilot fly-off for 3rd place was taken by Timo Forss with Sofija Rastenis being the best junior and Natasha Dementieva best female.

Combat 1.5

On Monday the Combat 1.5 contest was flown with diesel engines and had attracted 13 pilots. Unfortunately many had problems with the settings thereby losing heats. The old truth that you always should come to ask a contest well prepared is a fact even in this class. In the end we saw the same pilots in this final as we did in F2D the day before but now the result was switched!

After 4 days, one with training and 3 with completion, we all returned home, some with smiles and some full of will to get revenge next time. And will it be a next time? Oh yes, of course we come back next year!

■

Ingemar Larsson

Rapport fra Sheriffen!

Årets første store konkurrence i Danmark forgik på Skinderholm i det bedste vejr i mands minde.

Havde man glemt de lange ærmer eller solcremen, blev det ikke nemt at sove lørdag nat. Bortset fra at banketten var meget vellykket. Specielt i combat klasserne var der mange tilmeldte fra hele Europa. I kunstflyvning mødte der 3 kinesere op. Google translator virker fint.
Asfalten havde besøg af den nye danmarksrekordholder i F2A speed Niels Lynet Hansen (299 km/t). Han manglede lige en anelse i at runde de 300. Men stabil flyvning. 4 deltagere med resultater. Det er længe siden vi sidst har set det i Danmark.
I minispeed blev det kun til et resultat ud af 4 deltagere. Ingemar Larsson vand med 109 km/t ~ 76% af rekorden.
F2F Profil Good Year. Havde 3 deltagere til finalen. Der desværre blev reduceret til 2 hold efter 22 omgange.
Til gengæld blev spændingen først udløst ved et nærmere studie af urene. Allan Korup/Carsten Jørgensen vandt med 4 sekunder efter 200 omgange. Super tæt.
Good Year med 3 deltagende hold, blev skuffende afgjort i finalen, efter modeller der endte i græsset efter 32 omg. og 146 omg. på trods af en solid føring. Så svenskerne vandt!
Den største klasse på asfaltbanen var igen i år Weatherman. 16 mand. Her konkurrerer vi i 17 klasser opdelt efter motorstørrelse og Glow/Diesel motorer.
Det var tæt i toppen. Men Lennart Nord's 2,5 diesel satte en ny nordisk rekord med 177,6 km/t ~ 101,2% på rekorden. Det er faktisk 0,6 sekunder hurtigere end Glow rekorden med 0,6 sekunder over 9 omgange. Meget imponerende.
Men det var tæt i toppen. Alle kan være med. En Viking 2,5 fra 1950 blev nummer 3! En norsk David Anderson 2,5 blev nummer 4.

Det er netop charmen ved denne klasse. Man flyver mod den bestående rekord i den bestående klasse.

■

Luis Petersen (Sheriffen)

Niels Lyhne-Hansen's speed model in its characteristic Niels color.

Lennart Nord and Natasha Dementieva in the combat circle.

Marija Rastenis LTU tried but had little to offer against Ilia Rediuks UKR.

Bingchu Jiang CHN swept the podium in F2B together with his two countrymen.

Jesper Buth Rasmussen and Carsten Simoni Jörgensen are relaxing before their flying in Weatherman Racing starts.

Jörgen Aagaards model with a Parra Wasp 1,5 cc diesel

Jesper Buth Rasmussen participated in Combat 1.5.

WORLD CUP HERNING RESULTS

Herning Modelflyveklub, Skinderholm flyveplads, 17–19 May 2024

F2A Speed

Pl. Name	Nation	1		2		3		Best
		Sec	km/h	Sec	km/h	Sec	km/h	km/h
1. Niels Lyhne-Hansen	DNE	12,85	280,2			12,32	292,2	292,2
2. Ole Bjerager	DNE	13,00	276,9			13,05	275,9	276,9
3. Viktor Vincze	CZE	13,50	266,7	13,08	275,2	14,10	255,3	275,2
4. Jens Geschwendtner	DEN			24,34	147,9	23,05	156,2	156,2
5. Bjørn Hansen	DEN							0

F2A-1A minispeed, 1,00cc motor:

Pl. Name	Nation				Best	Best
		Sec	km/h	%	km/h	%
1. Ingemar Larsson	SWE	33,0	109,0	76,0	109,0	76,0
2. Jens Geschwendtner	DEN					
2. Anders Hellsen	SWE					
2. Per Vassbotn	NOR					

Weatherman Vintage Speed

Pl. Name	Nation	Engine class	sec	km/h	%
1. Lennart Nord	SWE	2.5D	16,3	177,6	101,2
2. Jens Geschwendtner	DEN	3.5G	18,2	159,1	98,9
3. Ole Bjerager	DEN	2.5V	31,9	90,7	96,8
4. Ingemar Larsson	SWE	2.5DA	26,4	109,7	94,6
5. Niels-Erik Hansen	DEN	2.5G	17,9	161,7	93,8
6. Jørgen Aagaard	DEN	10G	20,2	143,4	92,5
7. Jesper B. Rasmussen	DEN	1.5D	22,8	127,0	87,7
8. Carsten S. Jørgensen	DEN	2.5D	20,8	139,2	79,39.
Bjørn Hansen	DEN	6.6G	22,2	130,4	73,4
10. Per Vassbotn	NOR	1.5D	28,0	103,4	71,4
11. Torbjörn Lundgren	SWE	2.5D	23,7	122,1	69,6
12. Martin Alkestrand	SWE	2.5D	35,2	82,2	46,8
13. Malthe Aagaard(jr)	DEN	?	0		
14. Leo Voss	NED	1G	0		

F2B Stunt

Pl. Name	Nation	1	2	3	2 best
1. Jun YANG	China	3394,5	3447,5	3460,5	6908,0
2. Hongqi LIU (jun)	China	3018,0	3230,0	3403,0	6633,0
3. Bingchu JIANG	China	3269,0	3205,5	3269,5	6538,5
4. Lennart Nord	SWE	2865,0	1606,5	2971,5	5836,5
5. Anders Hellsen	SWE	2576,5	2589,5	2735,0	5324,5
6. Per Vassbotn	NOR	2307,5	2560,0	2292,5	4867,5
7. Calle Fanøe	DEN	2085,5	2342,5	2182,0	4524,5

Semistunt / F2B-B

Pl. Name	Nation	1	2	3	2 best
1. Torbjörn Lundgren	SWE	287,5	287,0	313,0	600,5
2. Martin Alkestrand	SWE	250,0	211,5	252,5	502,5

GoodYear Teamrace

Pl. Mekaniker/ Pilot	Nation	1. Prel.	Final
1. Ingemar Larsson/ Lennart Nord	SWE	5.07,0	12.09,0
2. Jesper B. Rasmussen/ Ole Bjerager	DEN	4.14,0	146r
3. Calle Fanøe/ Per Vassbotn	DEN/ NOR		32r

F2F Teamrace

Pl. Name	Nation	1. Prel.	Final
1. Allan Korup/ Carsten S. Jørgensen	DEN	41r	8.24,0
2. Jesper B. Rasmussen/ Ole Bjerager	DEN	38r	8.28,0
3. Per Vassbotn/ Calle Fanøe	NOR/DEN	55r	22r

F2D Combat

Pl. Name	Nation	1	2	3	4	5	6	7	8	Wins
1. Dementieva Natalia	DEN	W(17)	W(18)	W(21)	W(19)	W(20)	W(11)	W(12)		7
2. Rastenis Audrius	LTU	W(01)	W(21)	W(10)	W(03)	L(11)	W(03)	W(19)	L(05)	6
3. Forss Timo	FIN	W(06)	L(08)	W(04)	W(07)	W(12)	L(05)	(W)		4
4. Bertelsen André	DEN	W(18)	W(16)	W(20)	W(13)	L(12)	L(12)	(WL)		4
4.Lutsyk Andrii	UKR	W(13)	W(14)	W(02)	L(05)	W(08)	L(12)	(L)		4
6. Schou Bjarne	DEN	W(02)	W(11)	W(17)	L(20)	L(19)				3
6. Lylyk Lyubomyr	UKR	W(15)	W(07)	L(03)	W(08)	L(05)				3
8. Rastenis (Jr.) Sofija	LTU	L(19)	W(09)	W(06)	L(03)					2
9. Usala Nino	BEL	L(08)	W(15)	L(19)						1
9. Bjerre (Jr.) Tobias	DEN	W(01)	L(17)	L(11)	(Jr. W)					1
9. Lysgaard Steen	DEN	L(11)	W(10)	L(13)						1
9. Nielsen (Jr.) Liv Munck	DEN	W(16)	L(20)	L(11)	(Jr. L)					1
9. Forss Jussi	FIN	W(09)	L(06)	L(12)						1
9. Voss Leo	NLD	L(05)	W(04)	L(08)						1
9. Rediuk Illia	UKR	W(14)	L(12)	L(05)						1
16. Doninck Dirk Van	BEL	L(04)	L(12)							0
16. Thorup Kent	DEN	L(10)	L(13)							0
16. Rastenis (Jr.) Marija	LTU	L(21)	L(19)							0
16. Gijsbertsen Bert	NED	L(20)	L(02)							0
16. Gijsbertsen Bart	NED	L(07)	L(03)							0
16. Vassbotn Per	NOR	L(03)	L(05)							0

F2D kampflyvning - junior:

Pl. Name	Nation
1. Rastenis Sofija	LTU
2. Bjerre Tobias	DEN
3. Nielsen Liv Munck	DNE
4. Rastenis Marija	LTU

F2D kampflyvning - female:

Pl. Name	Nation
1. Dementieva Natalia	DEN
2. Rastenis Sofija	LTU
3. Nielsen Liv Munck	DEN
4. Rastenis Marija	LTU

F2D kampflyvning, 1,5ccm diesel engine:

1. Audrius Rastenis.
2. Natalia Dementieva.
3. Marija Rastenis (Jr.)
4. Tobias Bjerre (Jr.)
5. Liv Munck Nielsen (Jr.)
6. Lennart Nord
6. Nino Usala
6. André Bertelsen
6. Sofija Rastenis (Jr.)
6. Dirk Van Doninck
11. Per Vassbotn
11. Jesper Buth Rasmussen
11. Tom Pedersen

F2D kampflyvning, 1,5ccm diesel engine, Junior:

1. Marija Rastenis
2. Tobias Bjerre
3. Liv Munck
4. Sofija Rastenis

Natasha Dementieva and Timo Forss in an intence fight.

STALKER engines are back on sale!

1. Stalker 40 RE - $270
2. Stalker 46 RE - $290
3. Stalker 46 SE - $290
4. Stalker 51 RE - $300
5. Stalker 81 RE - $400

Worldwide delivery. PayPal available
Contact: Hodakov Tolik
PM via Messenger
email: hotodes@gmail.com


Stalker 40 RE


Stalker 46 SE


Stalker 46 RE


Stalker 51 RE


Stalker 81 RE

Brian Gardner: ENGINE PARTS SERVICE

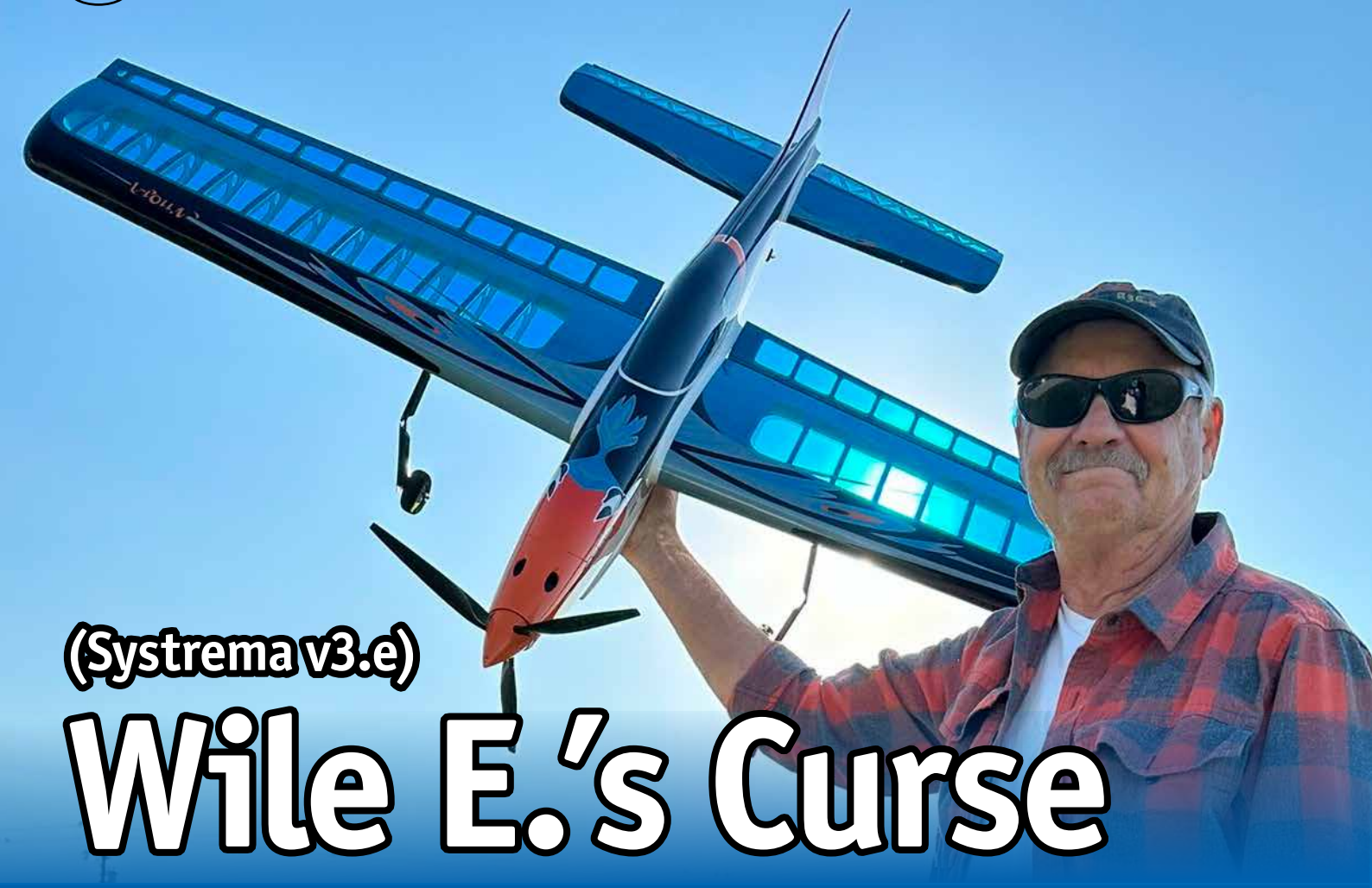
I currently have ST G51 piston/liner/rod pin sets in stock now priced at $130 Australian dollars plus shipping.
Coming in the next 6 months I will have piston/liner/rod pin sets for:

- ST G21-35 peri port combat
- ST G21-35 stunt
- ST V60
- OS61VF (rc pattern)
- OS61FSR (rc pattern)
- Fox 36 combat special MkIV
- ST G15
- OS Max 35S

Please keep in mind:
I can't normally keep up with demand for my parts and customers often have to wait 6 months.
Email: briangardner_b1@yahoo.com.au
or PM via Messenger.


ST G51


Fox 35



(Systrema v3.e)

Wile E.'s Curse

– 2024 US Nationals Concours d'Elegance Winner

– *By Jim Aron*

Wile E.'s Curse is the third airplane in the Systrema series, and it has the most potential, by far. I was going to say it is already the best of the three, but since it has only 36 flights to date, it seemed like I was getting ahead of myself. Me thinks a little history is in order...

The Systrema series was born at the 2008 NATS when my Brett Buck-designed-Infinity was destroyed on take-off due to a lead-out failure. This occurred on my very first practice flight of the week making my NATS experience less than ideal. I had been flirting with a new design idea for a few months that I thought might be a better fit for my particular piloting skill set (or lack thereof). I wanted a smaller airplane that didn't present as being small. I stopped the flirting and started construction on Systrema 1 as soon as I got home.

It was small...585 square inches, but with a fuselage profile that belied its modest stature. Unfortunately, it was heavy and credit Phil Granderson's first Diva airfoil and Randy Smith's PA65 for the airplane being viable at all. This airplane won the Concours d'Elegance at the 2010 NATS, but I missed the cut for Top 20 that day by one place. I struggled with this airplane for a number of years before I moved on to Systrema 2.

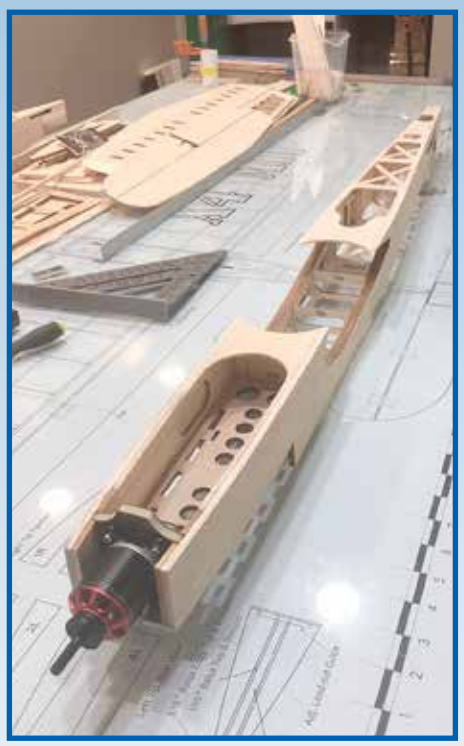
Systrema 2 also won the Concours d'Elegance at the NATS in 2019 (see Lina Nr 1-19). Due to a lack of confidence in my ability to build light enough, I had gone back to a more traditionally sized airframe (675 square inches), since the hardware for both airplanes was essentially the same. This iteration was no featherweight either, but it wasn't egregiously heavy, and all in all, it flew well. Still, I felt that my original idea of a smaller airplane was ultimately the way to go. Hence, Systrema 3, aka: Wile E.'s Curse.

Wile E.'s Curse was intended to be a proof-of-concept, "quick-build" project. Regarding the airframe size, I split the difference between the first two Systremas. The 617-square-inch wing was small but not tiny. I was still going to have to build light, so I decided to cover the wing and tail surfaces with film and vinyl trim, use 1/16" balsa for the fuse sides as well as the top and bottom molded parts, and not get fancy with the paint scheme. The plan was to knock it out in 6 months or less. In fact, it was initially named, "Quick and Dirty." Those of you who know me can laugh now!

The more I worked on the design, the more I started to like it, and the more complicated it got. The new name, Wile E.'s Curse, was still intended to impart the concept of quickness with the Road Runner theme, but as time went by, the simpler fuselage design got less and less simple. The paint

Sides, crutch and battery floor.

Jigged up.



Top view.

scheme got trickier and trickier, and the use of film which was supposed to accelerate the build time ended up slowing me down the most. Long story short: It took two years to build the sucker!

The fuselage was built with 1/16" light balsa throughout, as planned, with 1/8" balsa doublers in the nose. Even the canopy is molded 1/16" balsa. The bottom scoop and a few short bits, top and bottom, were carved and hollowed balsa blocks. The firewall ended up being a ¼" carbon foam sandwich. The only plywood in the fuse was the 1/64" ply and 1/8" balsa sandwich battery floor.

The elevators and flaps are built up and use a lot of 1/32" balsa. Very light and very problematic. It took two attempts for the flaps. The first set of flaps ended up glued to my work table!!! A carbon torque tube was used for the second attempt, resulting in a fragile but very stiff structure...and it looked really cool. I did construct a built-up flat stab, but in the end, opted for an airfoiled foam core structure.

So obviously, using film, in this case Ultracote, CAN enable one to build lighter, and if you don't get too picky, quicker. Once again, I will wait until the laughter dies down by those of you who know me. I have an unhealthy sense of pickiness and

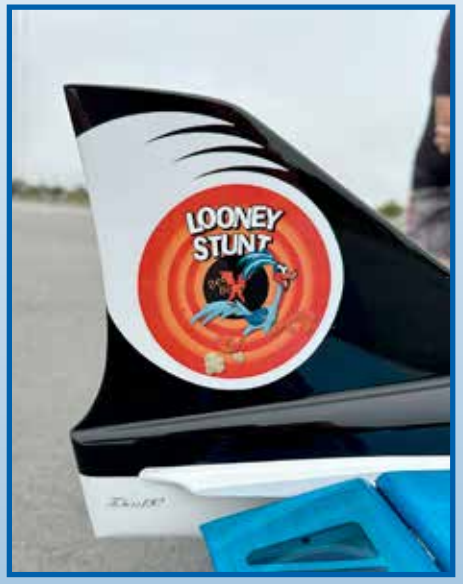
Ready for 1st flight.

Canopy mold.

Nose ring alignment.

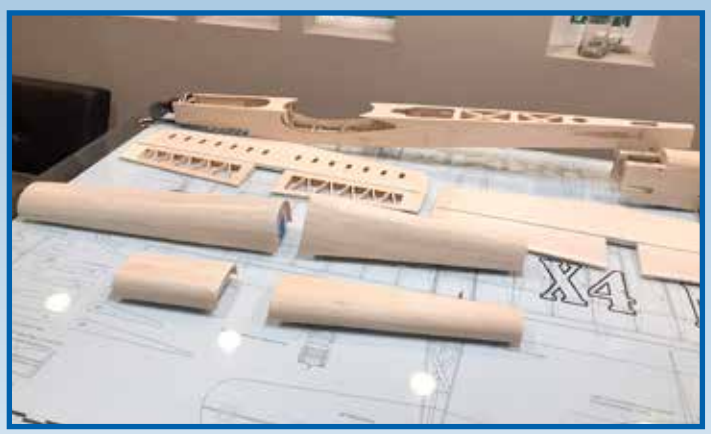
Bottom scoop and access hatch.

Being able to see the structure can either be a plus or a minus.



Almost exactly the same letters as Looney Tunes.

"Ironbird" jig for controls fabrication.



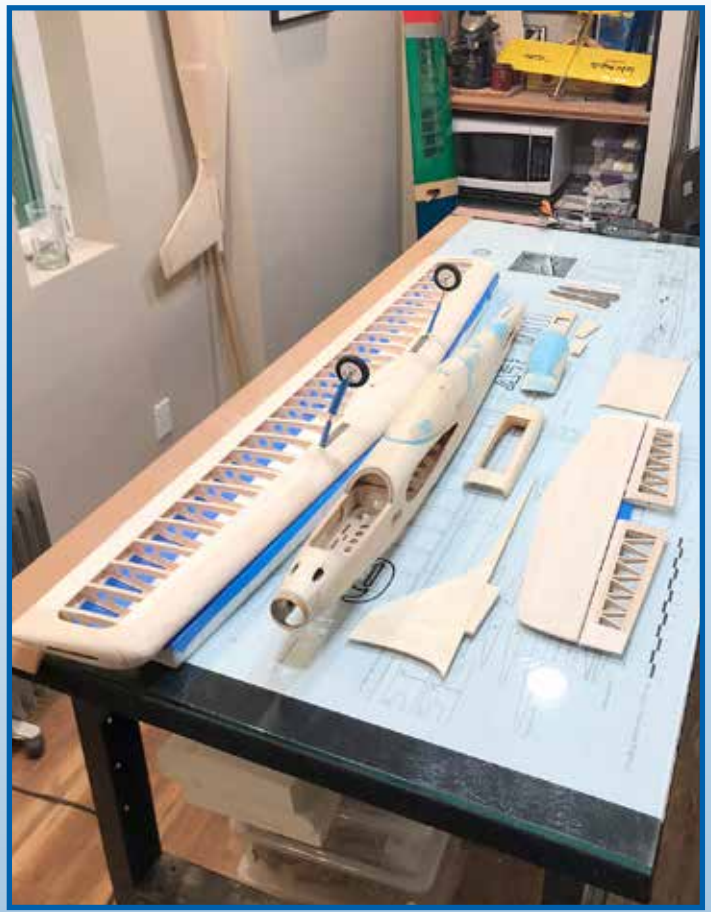
Molded parts.

Primed parts.

Blending some red at back of beak.

Systrema 1, 2, and 3.

Wile E. is understandably concerned.



Most of the parts needed for an airplane.

I should have known that transparent Ultracote and I were going to have issues. The Ultracote was a headache. The underlying structure had to be perfect. The film/paint interface had to be perfect. Then to make matters worse, I decided to paint the trim on the wing and tail instead of using the quick and dirty vinyl. And, I didn't want to clearcoat the entire surface for weight purposes. I definitely had conflicting goals. I can paint an airplane in my sleep, but anyone who thinks using film is, in some way cheating, is delusional. There are builders out there who are much better at this process than me, and I tip my hat to them. Film ain't easy.

Anyway, the goal was to finish the project before the 2024 NATS in early August. Things were looking pretty good until a few unforeseen events popped up to delay progress (including a hastily planned trip to Australia to visit a dear friend with some serious health issues). I literally designed a timeline scheduled down to the hour in order to get it done by the deadline. Any subsequent problems with the finishing process were going to derail the timeline. When has there ever been a case of problem-free finishing? Eventually my work days had to get longer and longer until I was regularly putting in 14-hour-plus days with a few 20-hour marathons thrown in for good measure. Three hours of sleep? What could possibly go wrong?

The airplane was finally completed and sitting on the workbench at 10 pm on Monday evening, July 30, the day before it had to be squeezed into Brett Buck's van for its 3-day trip to Muncie, Indiana. So, I got up at 5 am the next morning for the two-and-a-half-hour drive to Napa, California for a test flight, followed by a two-hour drive to Brett Buck's house (if the airplane survived the morning). It took a number of short flights to get the handle right, wings level, and an acceptable lap time. I had one battery left, so it was showtime whether I was ready or not. My flying buddies that day, Dennis Nunes and Jeremy Schulz, almost didn't let me fly. It was windy and I was loopy from lack of sleep, but I flew anyway and the airplane did what it was supposed to do. I would have to learn how to program the beta version of Igor Berger's new active timer when I got to Muncie. That's a story for another time, but early data on the whole package is very promising. When I started programming the new features of the timer with a little help from Paul Walker, the airplane came alive.

I think we don't give enough thought to designing our little machines to match our individual strengths and shortcomings. A great airplane for your flying buddy might not be a great airplane for you. For the first time, I think that I have hit on a package that will work for me. Wile E.'s Curse 2 is already in the works, and it will be the first time I have ever built the same airplane twice!

Although this was not my first concours win, I am always humbled by the honor. The 70 or 80 airplanes in the room (all beautiful little machines) represented literally thousands of hours of passionate work and there were many airplanes deserving of this award!

Thanks, and I hope there was something in this article that was worth reading.

■

Jim Aron

Winner of the title *Concours d'Elegance* at the 2024 US Nats

TECHNICAL NOTES:

Model Name: Wile E.'s Curse (Systrema v3.e)

Span: 57 inches

Wing Area: 617 sq. inches

Moment arms: Nose 11.625 inches,

Tail 17.75 inches hinge to hinge

Finish: PPG Omni 2 Stage Basecoat

PPG Global Urethane Clear. Ultracote Transparent Blue film

Motor: BadAss 2826/820kv

Battery: Thunderpower ProliteX 25c 2800mah 5s

ESC: JetiSpin 66 (Igor Burger version)

Timer: Igor Burger MaxTimer v0.8 Active Timer

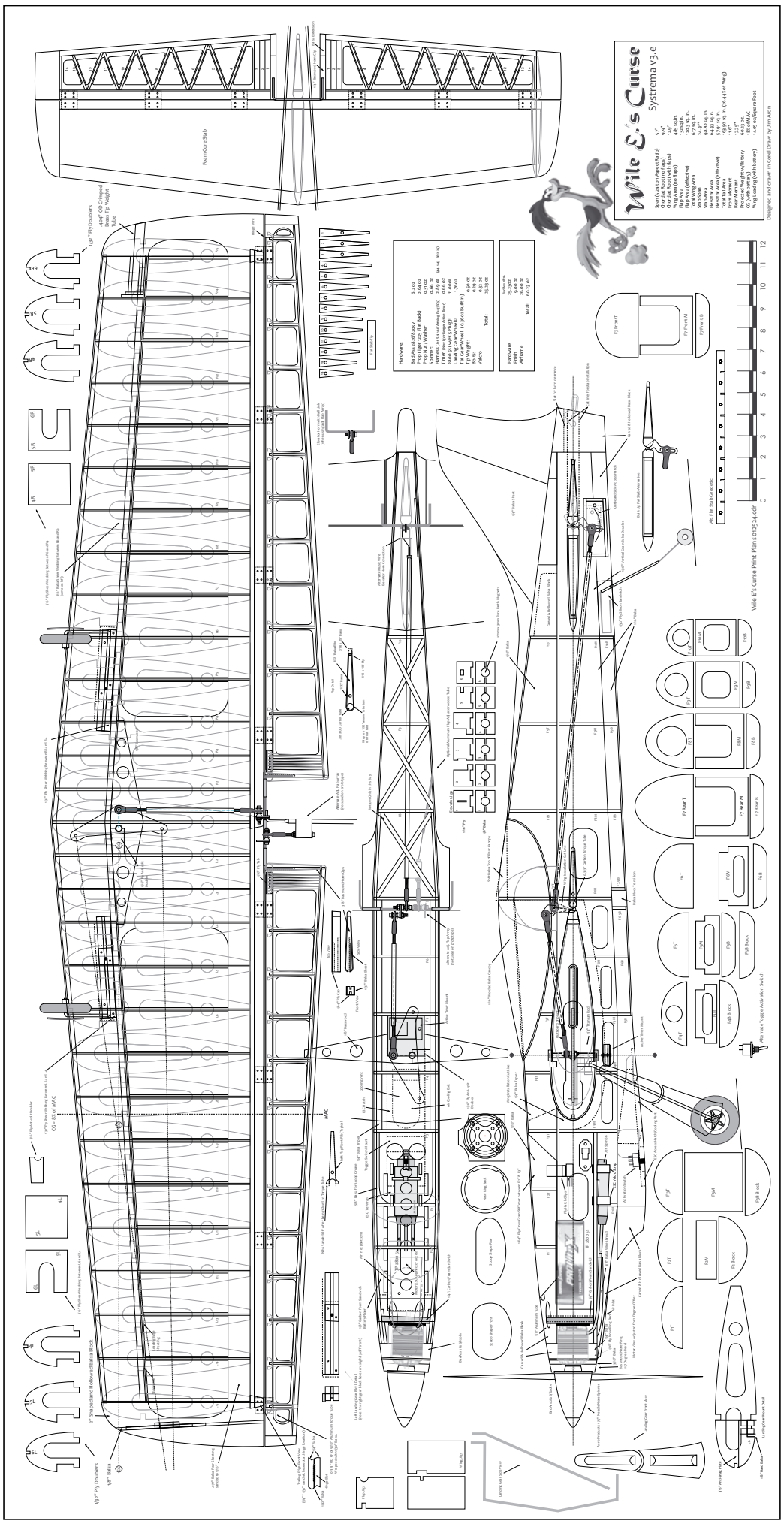
Prop: Igor Burger 12"x5" Narrow Flat Back 3 Blade

Lines: 63' eyelet to eyelet

Launch RPM: approx.: 9,800 rpm

Lap Times: 5.15 to 5.25 sec/lap

Weight: 63oz. including battery



Anders Fridéns nya modell med en PAW 10 cc diesel fick göra debut. Här assisteras Anders av Ingemar i starten.

Oldtimerträffen 2024

Kungsbacka har många traditioner och en är att tillsammans med SMOS ordna en Oldtimerträff i juni varje år. Förutom att man kan ta med sig gamla modeller och motorer för att visa upp (och flyga med) flygs det också Classic Stunt och Weatherman Vintage Speed. Och det är ju två aktiviteter som passar in i temat för träffen. I år såg vi faktiskt ett litet uppsving i utställda modeller efter att ha varit på nedåtgående under ett par år. Några av de gamla modellerna kom också upp i luften.

Classic Stunt hade nu utökats och hade en pilot mer än vid Häxvrålet men kampen var varken tät eller hård... I Thomas frånvaro vann Lennart komfortabelt med Stefan en liten bit efter. Ulf Palm har återkommit till cirklarna efter hur många års frånvaro som helst och blir nog bättre med mer träning medan broder Michael kanske behöver prata med sin mekaniker om material-underhåll ...

I Weatherman var det glädjande med både danskt och norskt deltagande tillsammans med oss andra. Jens hade nu plockat fram sin dieselkonverterade OS 5 cc och tryckte till med nytt rekord i klass 5D. Lennart kom ”bara” upp i paritet med sitt eget rekord medan undertecknad nästan nådde upp till rekordet. Både Stefan och Niels-Erik kom över 90 medan de andra gick från 89 och neråt. Mest otur hade Jan från Norge som nollade med Millsen.

■

Ingemar Larsson

Björn hansen från Köpenhamn flyger med sin Super Tigre 40.

Vad är vackrare än en Ares?
Detta fina exemplar är byggt av Niels-Erik Hansen.

Lennart valde att flyga en gammal Silverbird Jr försedd med en MVVS 2,5 cc diesel.

Stefan start sin Nobler assisterad av Ingemar.

RESULTAT Weatherman Vintage Speed och Classic Stunt Oldtimerträffen – 8 juni 2024

Namn, Klubb, Nation	Klass-Tid-Hastighet-%	Motor
1. Jens Geschwendtner , MFK Comet DEN	5D / 20,8 s / 139,2 km/h / 107,7 %	OS
2. Lennart Nord, Västerås FK Modell	2.5D / 16,3 s / 177,6 km/h / 100,0 %	Zorro
3. Ingemar Larsson, Vänersborgs MFK	2.5DA / 25,4 s / 114,0 km/h / 98,4 %	Drabant
4. Stefan Olsson, Uddevalla RFK	1.5G / 20,8 s / 139,2 km/h / 93,3 %	Parra
5. Niels-Erik Hansen, MFK Comet DEN	2.5G / 18,2 s / 159,1 km/h / 92,3 %	Cyclon
6. Björn Hansen, MFK Comet DEN	6.6G / 18,3 s / 158,2 km/h / 89,1 %	ST
7. Ingvar Nilsson, Kungsbacka MFK	Mills / 20,6 s / 70,3 km/h / 83,5 %	Mills
8. Anders Fridén, Uddevalla RFK	2.5G / 20,6 s / 140,6 km/h / 81,6 %	Rossi
9. Milenko Kvrgic, Karlskoga MFK	2.5D / 23,9 s / 121,2 km/h / 68,2 %	Fora
10. Jan Wold, Skedsmo MFK NOR	Mills / 0 s / 0 km/h / 0 %	Mills

Classic Stunt:

Namn	Klubb	Poäng
1. Lennart Nord	Västerås FK Modell	1467 p
2. Stefan Olsson	Uddevalla RFK	1179 p
3. Ulf Palm	Kungsbacka MFK	759 p
4. Michael Palm	Kungsbacka MFK	102 p

Domare: Kauko Kainulainen

Torbjörns Weatherman med Fora Diesel.

Klart för start! Ingemar Larsson släpper iväg Stefan Olssons Nobler.

Ulf Palm visade att han inte glömt av hur man flyger trots flera års frånvaro. Domare Kauko i bakgrunden.

Häxvrålet

29 mars 2024

Vissa kanske ser fram emot korsfästningar och återuppståndelser under påsken men för oss frälsta finns bara ett alternativ och det är att åka till Kungsbacka på Långfredagen och delta i Häxvrålet, en tävling som funnits i så många år nu att det verkligen blivit en tradition!
I år kördes inte bara Weatherman utan tre tappra kämpar ställde upp i Classic Stunt. Klassen är fortfarande i sin linda och alla har inte byggt sina egna modeller ännu vilket påverkar poängbedömningen. Det behövde dock inte Thomas bekymra sig över då hans Peacemaker-bygge med en Oliver Tiger 2,5 diesel hade ett utseende de andras modeller inte kunde mäta sig med. Att han sedan dessutom flyger bra gjorde att Micke bara nästan kom upp i samma poäng. Stefan kör ju mest Semistuntprogrammet och var lite ovan med några manövrar i F2B-programmet och det påverkade naturligtvis slutpoängen.
W-klassen hade lockat hela 9 piloter och mest långväga var Jens från Köpenhamn och han hade preparerat sin Picco så väl att han kom upp i höga 90 vad gäller procenten. Detsamma gällde för både Stefan och undertecknad och efter alla tre omgångarna visade det sig bara skilja någon procent mellan de tre på pallen. De övriga låg en bit ifrån i fallande skala och behöver nog hetsas till stordåd. Otur hade Martin som inte lyckades få någon tid alls då problemen hopade sig.
En observation man kan göra är att av de 9 ekipagen använde 7 st 2.5 cc/1.5 cc-motorer.
Så vad ska vi göra fram till nästa Långfredag? Vi kanske kan kolla i kalendern och se om det finns andra tävlingar?

Ingemar Larsson

RESULTAT Weatherman Vintage Speed
HÄXVRÅLET – 29 mars 2024

Weatherman Vintage Speed:

Plac., Namn, Klubb, Nation	Klass-Tid-Hastighet-%	Motor
1. Ingemar Larsson, Vänersborgs MFK	2.5DA / 25,7 s / 112,7 km/h / 97,3 %	Drabant
2. Jens Geschwendtner, MFK Comet, DEN	3.5G / 18,7 s / 154,8 km/h / 96,3 %	Picco
3. Stefan Olsson, Uddevalla RFK	1.5G / 20,5 s / 141,3 km/h / 94,6 %	Parra
4. Anders Fridén, Uddevalla RFK	2.5G / 20,7 s / 139,9 km/h / 82,1 %	Rossi
5. Thomas Olsson, Trollhättans MFK	2.5D / 23,3 s / 124,3 km/h / 71,2 %	Fora
6. Conny Åquist , Uddevalla RFK	2.5D / 23,5 s / 123,2 km/h / 70,6 %	Fora
7. Ingvar Nilsson, Kungsbacka MFK	Mills / 26,4 s / 54,8 km/h / 65,2 %	Mills
8. Torbjörn Lundgren, MFK Snobben	2.5D / 31,0 s / 93,4 km/h / 53,5 %	Fora
9. Martin Alkestrand, MFK Snobben	1.5D / 0 s / 0 km/h / 0 %	Webra

Webra Rekord Cup

1. Stefan Olsson	31,0 s
2. Ingemar Larsson	32,7 s
3. Sven-Erik Martinsson	38,8 s

Classic Stunt:

Plac., Namn	Klubb	Poäng
1. Thomas Olsson	Trollhättans MFK	1031 p
2. Michael Palm	Kungsbacka MFK	913 p
3. Stefan Olsson	Uddevalla RFK	576 p

Domare: Ingemar Larsson

1 - Ingemar Larsson – 97,3 %

2 – Jens Geschwendtner – 96,3 %

3 – Stefan Olsson – 94,6 %

Torbjörns modell.

Anders modell.

Ingemars modell (Norsk DA Drabant och målad i norska färger!!)

Finsk mästare i F2B 2024 blev Tuomas Juutinen, här fotograferad tillsammans med Kai Karma och Alf Lindholm vid FM2 i Kuopio.

Finska Mästerskapet i stunt 2024

RESULTAT FM1, 16 JUNI 2024, NUMMELA

Tyvärr deltog endast 3 tävlande. Vädret var varmt och soligt med svag vind.
Mikko Suokas räknade resultat. Domare var Jussi Frisk och Veka Fagerström.

Plac. Namn	Omg1	Omg2	Omg3	Resultat
1. Tuomas Juutinen	1031,50	1039,0	1028,50	2070,50
2. Elias Mayer	991,0	989,50	970,0	1980,50
3. Kai Karma	931,0	977,0	966,0	1943,0

RESULTAT FM2, 13 JULI 2024, KUOPIO KURKIMÄKI

Till Kuopio kom samma antal tävlande som till Nummela.
Stuntvädret var lika fint som i Nummela sol och svag vind.
Domare var Matti Husso och Jussi Husso. Resultaten skötte Petri Pitkänen.

Plac. Namn	Omg1	Omg2	Omg3	Resultat
1. Tuomas Juutinen	1141,0	1129,75	1166,75	2307,75
2. Kai Karma	1056,50	1073,25	1036,0	2129,75
3. Alf Lindholm	925,75	934,25	1016,0	1950,25

RESULTAT FM3, 18 AUGUSTI 2024, NUMMELA

Plac. Namn	Omg1	Omg2	Omg3	Resultat
1. Tuomas Juutinen	1041,50	1041,50	899,50	2083,0
2. Elias Mayer	981,0	975,0	963,50	1956,0
3. Kai Karma	977,0	978,0	947,50	1955,0

FINSKA MÄSTERSKAPET SLUTSTÄLLNING 2024

1. Tuomas Juutinen
2. Elias Mayer
3. Kai Karma
4. Alf Lindholm

A Life in Flight:

The Story of Norwegian Aviation Pioneer

Clamer Meltzer

It would not be an exaggeration to say that Clamer Meltzer is Norway's most renowned and accomplished control line flyer, with numerous National Championships under his belt. Besides stunt flying, Clamer has also competed in Team Racing and Weatherman Vintage Speed.

I first met Clamer when I by chance recognized him in the audience at the World Championships in Landres in 2000. We were both spectators then and had time for many pleasant conversations during the World Championship week. I remember encouraging him to come to our competitions in Sweden, which both Clamer and other Norwegian control line flyers later did. Now, many years later, I felt it was time for Lina's readers to get to know Clamer Meltzer and hear the story of his multifaceted and exciting life. I was therefore grateful when Clamer accepted to be interviewed.

So let's begin!

Who is Clamer Meltzer? Tell us a bit about your background and where you grew up.

I was born and raised in Trondheim, Norway's third-largest city. I have a younger sister and an older brother. It was a wonderful upbringing, without any major events. We had a small cabin by the sea where we lived throughout the school holidays. There was swimming and fishing, and that's where I learned to row when I was 8 years old. Just 4-5 km outside the center of Trondheim, the Germans had built an airfield during the war. I could cycle there from where we lived; it was only a 20-minute bike ride from home. After the war, the airfield was used for regular route traffic to Oslo with De Havilland Heron.

Additionally, there was a flying club with all activities: Motor aircraft, gliders, and model aircraft. There were 5-6 eager boys interested in model aircraft. There was both free flight with motors and glider towing,

and control line. I tried both gliders and free flight models with DA 2.5, of course.
'Timer' was unknown, which led to the model eventually flying away. I realized then that I had to focus on control line aircraft. I built several models that we called flying 'wool blankets' (wings). I tried to fly without help, but after several unsuccessful attempts, I wanted to give up.
I came to my senses and tried one last time. Hurrah, I managed to fly until the tank was empty without destroying the model. What happened was that this time I had picked up the handle the wrong way! Normal up became down. And down became up. And that's how I still fly. I have later learned that Bob Palmer and other famous stunt flyers also fly this way.

After the 'wool blankets,' it was normal CL models, like Peacemakers and Blue Pants. After this, I built three Noblers with Fox.35. As far as I remember, a Fox cost 15 dollars at that time. After the Nobler period, it was two Thunderbirds with Merco.35. After the Nordic Championship in Finland, which I think was in 1964, I met the Sundell brothers with Trumf Special and Merco.35. I built two of these.

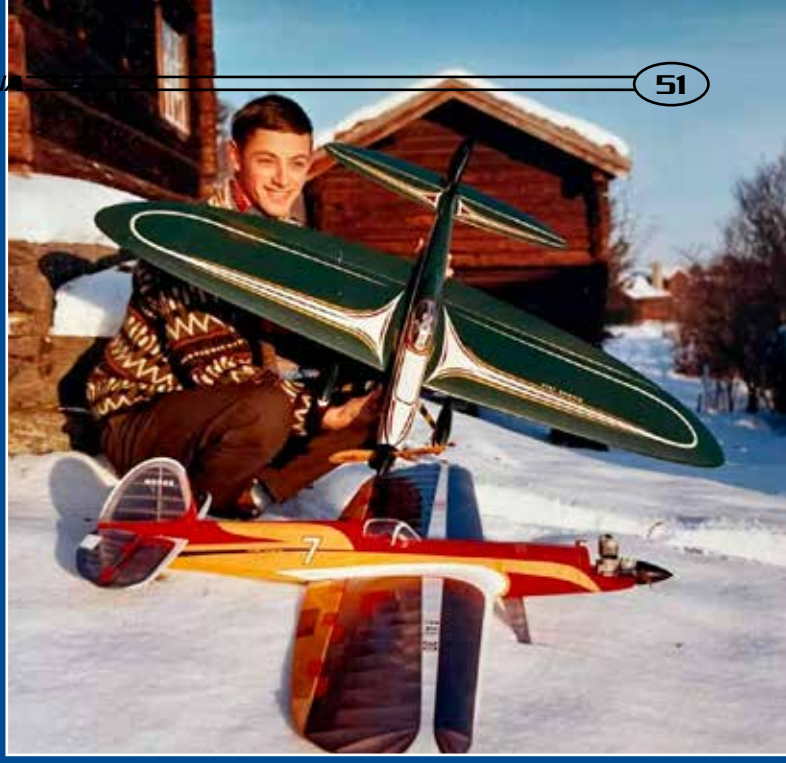
At the end of the 60s, I lost some interest in control line. After winning six National Championships in a row, it was time to try something new. I started with R/C, and the CL models were put on the shelf. I was active in what is now called F3A and participated in several Norwegian championships. In 1996, I saw that there would be a World Championship in control line at Bråvalla in Sweden. My brother-in-law and I drove there in my Volvo Amazon to watch. Then it was done. The radio models were hung in the ceiling, and the dust was brushed off old CL models. (Hurrah!)"

How did your interest in model aircraft and control line flying begin?
– I had several older friends who had started with model aircraft. There was a Norwegian producer, EEO, who delivered several types of building kits. There were gliders and sailplanes, but also motor models. David Andersen produced both 2.5 and 1.0 ccm diesel engines. After I was done with the gliders, it became control line aircraft. I believe that the first DA engine my grandfather bought cost 89 kr in 1959!

How old were you when you started competing in control line flying?
– I was 16 years old the first time I participated in the National Championship. With Nobler and Fox.35, and I won on my first attempt.

I have read in an old issue of Modellflygnytt that you were already competing in Sweden in the 60s. In which classes were you active?
– In Trondheim, there was also interest in Team Race. Together with Bjørn Skauge, we participated in the Nordic Championship in 1961 at Bromma. Bjørn had built a beautiful Team race model, Startiger with Oliver Tiger. I remember flying in a heat with Rosenlund. But we lost the compression screw and got no time. I participated in stunt, but don't remember details about how it went. "The Norwegian, Meltzer, flew quite safely but is too inexperienced to place at the top. He flew with 'Nobler' and OS-35" (From Modellflygnytt 1961).

When did you switch to flying stunt?
– It was around 1960. First with Blue Pants, then Nobler and Fox .35.



The photo was taken at the Folk Museum in Trondheim in 1963 to be used for the cover of Model Airplane News but was never sent.

Clamer was flying his Yatsenko YAK-55 at the Worlds in Landres 2018.

Clamer preparing his Yatsenko Classic at the World Champs in Landres 2008.

Practise at the local field in Trondheim. Nobler with fox .35 .

Bjørn Skauge showing his Super model with veco 35 in Belgium 1959. He was a huge inspiration for Clamer.

Norwegian Championships 1964. Clamer with Thunderbird/Fox .35.

Did you have anyone who helped you in the beginning?

– When I started, there were several in the club who could fly and came with good advice. There was great interest in combat. Several combat competitions were arranged in the Trondheim area. Later I built a Don Gus with Veco.19.

Were there many control line flyers in your model aircraft club during the 60s and 70s who trained and flew together?

– We were 6-7 who flew control line. But most flew combat wings and other simple models. In stunt, we were five at most. There was no common planned training flying, but we had a common place where we flew.

You have also been a pilot in the Norwegian Air Force! Please tell us about it!

– After finishing school, I was a bit unsure about what to do. The interest in flying was there, but everyone said that getting into flight school was very difficult. Finally, I applied and got through all the admission tests. What I remember best was that my six National Championship titles in control line did the trick!

After training in the USA, I was ordered back to the Flight School as an instructor. After completing service at the Flight School, I was ordered to Andøya, far north, to fly P-3 Orion, best known as a submarine hunter. Exciting and interesting service with lots of weather and Russian submarines. After Andøya, I was ordered to Geilenkirchen in Germany, where the new NATO base with Boeing E-3A surveillance aircraft was established. All aircraft must be registered in a country. NATO solved this by registering the aircraft in Luxembourg, which doesn't have an air force. I moved with the whole family to Germany. The children went to German school and quickly learned German. It could be long trips and somewhat boring flying. Eventually, I got clearance for air refueling. It was exciting and challenging, especially during night flying.

After the stay in Germany, I became head of the Flight School at Værnes. The Safir had now been replaced with Safari. Personally, I think the Safir was a better training aircraft, but lack of parts for Safir was a big problem. I got 1500 hours on Safir and about 1000 hours on Safari. After flight school, I was responsible for the Air Force's flight safety organization until I retired at 60.

How many active control line flyers would you estimate there are now in Norway?

– I would think there are about 10. When it comes to active competition flyers, we are only 3-4!

1. Harry Kolberg, Norvald Olsvold together with Clamer at a contest in Sweden.
2. Clamer has built several Cardinals.
3. Norwigian CL-pilots at NM in 2000 in Værnes. Clamer (left) with SV-11. Kneeling at the front is Marthe Meltzer with Peacemaker. Next to her is Joan McIntyre a well-known F2B judge from Australia.
4. Alf Lindholm assisting Clamer when getting ready for a flight at Karlskoga WC.

Norwegian Championships AW 40 HP .61 Multi. Radio was Kraft 6 channel.

Clamer with local club members in Trondheim in early 60's. Bjørn Skauge at the far left.

First solo Safir 1968.

Which European and World Championships have you participated in?
– I need to list them!
- Landres 2000 (Spectator) *P. Walker flew his B 17!*
- Zebnitz 2002 (Spectator)
- Muncie 2004 (Participated)
- Gyula 2005 (Spectator)
- Valadolid 2006 (Participated)
- Landres 2008 (Participated)
- Gyula 2010 (Participated)
- Pazardzhiuk 2012 (Participated)
- Perth 2016 (Official)
- Landres 2018 (Participated)

As far as I remember, I haven't participated in European Championships.

Was there any championship that was especially fun to participate in?
– It was probably Muncie in 2004. Flew with the first Yatsenko-Classic model. There were many who were interested in the 'box' plane. Don't remember the result, but seem to remember that Igor Burger was behind me! After the World Championship was finished, there was a Road Trip with, among other things, Niagara Falls on the program.

Is there any particular control line flyer that you've looked up to and had as a role model?
– It must be my friend Bjørn Skauge. In 1959, he participated in the 'Criterium of Aces' in Brussels with a self-designed model that was voted the most beautiful model of the competition. It was hand-painted in black and white with a brush. Super finish, but unfortunately crashed in the first round. Think I remember that he traveled with Ove Kjellberg (SWE) to Belgium. Bjørn was fantastic at building and designed Screamer and Super Screamer in the 60s for the DA engine. I have participated in Germany with Super Screamer in Old time stunt in the 2000s with good results.

You have many other exciting interests, right? Shoemaking, classic cars, and rowing boats are the ones I know about!
– My best friend through many years unfortunately died in a tragic plane accident in 2003. His son had then run a shoemaker business for many years. It was then natural that I helped the family, and I ended up in the shoemaker's workshop. Since then, I have helped out a day or two a week. It involves a lot of grinding and polishing, familiar work for a model builder...

Classic cars are Volvo Amazon. My dad bought the first Amazon in 1963. I was then 18 years old and learned to drive with it. It was replaced with a 1968 model, which I have renovated and use when the weather is nice. Once drove it to our event in Karlskoga.

In 1953, my dad bought a traditional rowing boat for 350 kr. It was an Åfjord boat of 17 feet. The Åfjord boat was an important part of the coastal culture in this part of the country. Lack of roads meant that boats were used for all kinds of transport. I was then 8 years old and learned to row with it. I could actually row before I could swim! It was renovated in 2013 and used on the rowing trip to Oslo in 2017. A trip of 1400 km and about 400,000 oar strokes."

Yes! We also have to talk about your incredible achievement of rowing from Trondheim to Oslo! Tell us about this remarkable adventure!
– The rowing trip to Oslo started as a bet. My shoemaker participated in the bike race that goes from Trondheim to Oslo, about 500 km. I said I would do the same in my rowing boat. He took 16 hours, I took 3 months.
The trip was and is an adventure from start in Trondheim to arrival at the Opera Building in Oslo. The trip took three months and about 400,000 oar strokes.
The boat was built in 1953 and is 17 feet, and cost 350 kr. I bought a rowing machine some years before the trip to train with. The daily stages depended on weather and wind. On a day with headwind, I managed 10 km, on a day with tailwind 40 km.
Sometimes we had to stay on land due to bad weather or large waves. This could lead to long breaks without rowing. The main impression from the trip was all the nice people I met. When a middle-aged man comes rowing along the coast looking for a dock space, there was great willingness to help. There was no shortage of offers for food or accommodation.

Mrs. Inger believes that this helpfulness comes from the old days when shipwrecks were common along the coast. The crew would take to the lifeboat and row to land. It's worth mentioning that I got help from the rescue boat once to get to safe waters.

Some facts about the journey:
- The trip took 86 days from start to finish, of which 56 were rowing days
- Total distance rowed approximately 14,000 km / 756 NM
- Approximately 400,000 oar strokes calculated at 20 strokes per minute
- Average speed 2.16 knots (4km/h)
- Longest daily stage: 53 km
- Shortest daily stage: 10 km
- Average daily stage: 23.6 km
- Total time in boat: 333 hours
- Nights spent in boat: 33 days"

We who have seen your control line models that you've built can testify that you are, to say the least, a skilled and precise builder. You seem to have developed an impressive building skill early on.In Lina no. 2 2019 one can read that you won a prize for the most beautiful stunt model at the Norwegian championships in 1964 where you also took the win in F2B! Where do you think this talent came from?
– It must be Bjørn Skauge. He was incredibly good at drawing and building. Precise with all details. He lacquered all planes with a brush without a stripe in the lacquer.

Which of your models that you've built are you most satisfied with?
– Difficult question. I think it must be Escapade from Claus Maikis with both IC engine and electric. Simple and easy to fly. Built according to German building kits of excellent quality.

Do you like building the models as much as flying them?
– It's nice to build in the winter months and start flying when spring comes. In recent years, I have flown indoor control line with Igor's model. Total weight about 200 g, 17 degrees out offset on the lines. With five-meter lines and around five seconds lap time, it's not unlike outdoor flying.

Have you always stuck to stunt within model aircraft, or have you had periods when you've devoted yourself to other things?
– As said, after six straight National Championship titles, I got a bit tired of stunt flying. (Read little competition.) Then started with R/C and competed there until the World Championship in Control Line at Bråvalla in 1996, where my brother-in-law and I were spectators. Then it was Stunt again! There I came in contact with several others, including Yuriy Yatsenko, from whom I bought my first Retro engine. A nice acquaintance that I still have good contact with.

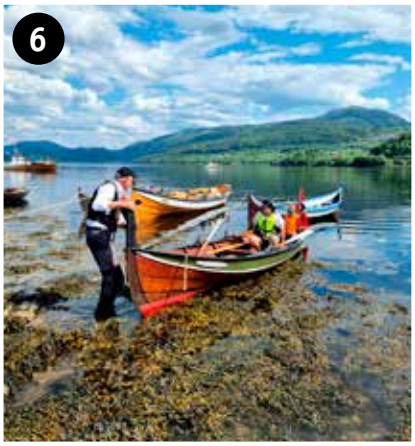
In recent years, we've gotten started with Classic here in Sweden as well. However, you were early in building models for Classic, including some Norwegian designs - tell us!
– I have built three classic models: Nobler with OS .35 Thunderbird with Stalker .40, and Trumf Special with Merco.35. Screamer and Super Screamer with Oliver Tiger is also a good combination.

How much do you fly nowadays? I understand that you've sometimes had difficulty finding a suitable area to fly in where you live.

1. Blue Pants was Clamer's first stunt model.
2. Clamer is a loyal participant at the Karlskoga World Cup in Sweden despite the long distance from Trondheim.
3. The Trumf Special/Merco 35 and the Volvo Amazon are both classic and treasured belongings of Clamer.
4. Norwegian team at the World Championships in Landres 2018.
5. Clamer admires Windy Urtnowski's model when visiting him in New Jersey.
6. Trondheim is located next to the sea, and Clamer learned to row when he was 8 years old.
7. Clamer reached his destination at the Opera Building in Oslo, making his 1400 km rowing adventure a huge success.

– It has unfortunately become more difficult to find a suitable place for CL flying. I have access to the military part of Værnes airport, 35 km east of Trondheim. I need permission every time I want to fly. This area is also available for others who work there, with the limitations for flying that entails.

It's probably no exaggeration to say that you are one of the Yatsenko brothers' most loyal customers. Beyond that, you have additional RTF models from, among others, Kaz Minato, Igor Burger, and Krystian Borzecki. Your experience with RTF models is, in other words, extensive. The question that inevitably must be asked is, of course, which RTF model is your personal favorite and how do the models differ?
– The advantages of buying Yatsenko models were that the price went down each time I bought. Kaz Minato had a RTF model of Blue Max produced with PA .75 engine. It flew well, but the quality wasn't as expected. The original, first Yatsenko model Classic is the one I've had the most enjoyment from, and is very easy to fly.



What is your personal opinion about the development in F2B internationally? I'm thinking primarily about how electric motors and RTF models have taken over and now dominate the class.

– It is a bit sad that the development has become like this. At the last World Championship, half of the models were Shark or copies. For those who can't manage or don't have time to build a good F2B model, an RTF model is the solution. When all comes to all, it is a flying competition.

You yourself seem to prefer IC engines over the electric alternative, is that correct?

– I don't really have any preference when it comes to IC or electric. There are many advantages with electric regarding noise and neighbors, and settings that don't vary with weather and temperature. But stunt is the very sound of a well-adjusted IC engine that 'enjoys' itself through the pattern.

A number of years ago, you were in New Jersey and visited the famous Windy Urtnowski! What can you tell us about that meeting?

– Ingolf Steffensen, who was then a captain in SAS, flew routes to New York. Ingolf, who is and was an eager model flyer, invited me along to visit Windy. It was a pleasant meeting. Windy is known for building scale-like Stunt models. He is fantastically good at producing beautiful finishes. The Spitfire room had two Spitfires in the ceiling. In addition, a B-25, Hawker Typhoon, and a Mustang. He has also designed Cardinal, a popular F2B model, which comes in several sizes and versions. I have built three Cardinals. One has a Saito 72. Windy has won four first prizes for most beautiful model in the American Nats. He has also produced many videos about building and trimming stunt models.

What's the most fun about flying stunt planes and what has kept your interest for so many years?

– It's so special to see and feel what the model does through the handle and lines. The direct feeling in the lines and feeling that you have full control over the plane. I'm still striving to fly the perfect pattern where everything aligns. Even though I'm approaching eighty years old, it's still fun to fly the pattern, even with slightly unsteady legs and dizziness.

Finally - What do you think about control line flying's chances of survival? What can we do to attract young people to this event and thereby secure the future for this wonderful sport/hobby?

– I can only answer how it is and has become in Norway. Today there are only a few grown adults who were involved with CL flying in their younger days. They then switched to R/C when it became popular in the 70s. We've tried courses in building and teaching young people to fly, but unfortunately, the interest doesn't last long. We've tried with a simple flight pattern, but it doesn't catch on. One boy who was well on his way to flying Peacemaker got radio equipment from his grandfather for Christmas. No more control line flying after that. It doesn't look bright here in Norway. When the four of us who are active quit, it's over! But maybe the age of miracles isn't over, what do I know!"

Thank you Clamer!
It has been an honor and a great pleasure doing this interview!

■

Niklas Löfroth

Justerbar utledarguide och vingspetstyngd

Inför bygget av min första stuntare sen 80-talet, ”GurneyGhost-2”, så funderade jag mycket kring varje detalj och hur de kunde göras mer som RC-servon och liknande produkter som kan köpas färdiga som standarddetaljer och bara monteras in i flygplanet. Att få till ett lite ”hottare” utseende på detaljen i sig och att använda lite mer moderna material och metoder än plywood och lövsåg.
Ett annat önskemål var att använda pianotråd som utledare då jag minns att jag var mycket nöjd med sådana tidigare. Idag används vad jag förstår oftast vajer. I detta utförande kan utledarna göras helt färdiga före installationen av roderoket och utledarguiden slutligen monteras efter finisharbetet.

Monteringsplattorna är frästa i 1mm kolfiberplattor, utledarguiderna 3D-printade i seg PP-plast med mycket låg friktion och vingspetstyngderna laserskurna i rostfri plåt vägandes 5 g per styck. Båda enheterna skruvas fast med gängpressande rostfri skruv i de i vingspetsarna i fastlimmade små rundstavarna av furu.
I händelse av det onämnbara kan enheterna lätt flyttas till en ny modell.

■

Johan Rasmussen

En av fördelarna med guiden är att den är löstagbar och t ex går att flytta till en ny modell.

Ovan: En variant av guide kan t o m monteras efter att modellen är färdig. Och bytas ut vid ev slitage. Utledare av pianotråd kan då också färdigställas före bygget av modellen.

Vänster: Tipviktsboxen görs av samma typ av kolfiberplatta. Vikterna är utskurna av rostfri plåt och väger 5 gram/styck.

Oavsett vilken modell av Fox 35 som du har så finns passande tungdämpare att köpa från Stan Frady.

Ny tillverkare av tungdämpare

För en tid sedan har en ny tillverkare dykt upp på ”the cottage market”. Det är en amerikan vid namn Stan Frady som erbjuder ett stort antal olika tungdämpare till äldre klassiska motorer så som Fox, O.S., Enya, McCoy, K&B. Även tungdämpare till nyare motorer, bl a Brodak 40, O.S. 46 LA, O.S. 25 FP och O.S. 35 FP tillverkas av honom.
Utöver ljuddämpare så erbjuder Stan Frady även reservdelar t ex baklock av aluminium till O.S.-motorer samt Hemi-head toppar och stuffer back plates till Fox 35.
För den intresserade görs beställningar enklast från Stan’s hemsida där även pris på grejerna framgår.

■

Niklas Löfroth

Stan Frady tillverkar passande tungdämpare till McCoy 19/29/35 och 40.

Tungdämpare till Brodak 40.

Fradykatt

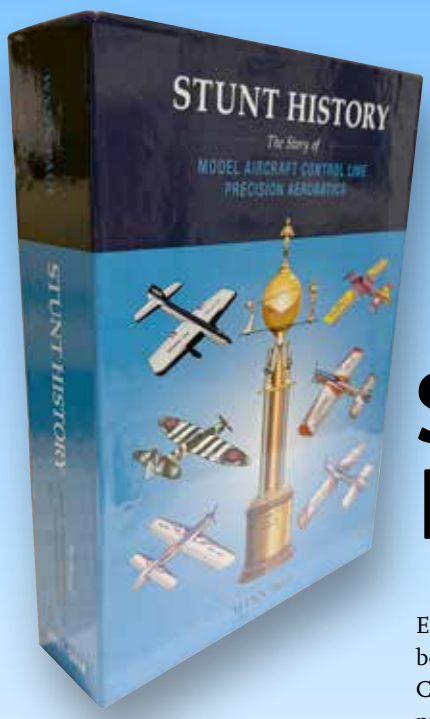
Stan Frady's produkter beställs enklast via hans hemsida: https://fradykatt.com/

Tvätta din motor!

Att rengöra en motor från fastbränd olja och smuts kan vara ganska besvärligt. Jag har framgångsrikt använt ugnsrengöringssprejen Décap’Four för att ta bort detta. Spreja och gnugga med en gammal tandborste tills skummet blir gult och skölj snabbt med vatten! Repetera processen igen om det är nödvändigt. Låt det inte sitta mer än 5 minuter då aluminiumet annars blir svart!!!

■

Yves Fernadez



Wynn Paul's bok Stunt History är ett uppslagsverk om två volymer som täcker perioden 1937-1979 resp. 1980–2014.

Bok-tips:

Stunt History

Erik Björnwall med sin Blackbird hösten 1962. Modellen som han flög vid VM 1962 i Kiev. Erik är en av våra svenska stuntflygare som går att finna i Wynn Paul's Stunt History bok. Ove Andersson, Johan Rasmussen, Åke Nyström och Jesper von Segebaden är också omnämnda.

Efter många års förberedelser har Wynn Pauls bok ”Stunt History – The Story of Model Aircraft Control Line Precision Aerobatics” äntligen publicerats. Detta är ett tvådelat verk om totalt 976 sidor information och över 1500 fotografier, många i färg. De två volymerna levereras i ett vackert färgtryckt fodral. Böckerna inleds med en kort historik över modellflygets utveckling Därefter utgör varje år, 1945 till 2014, ett separat kapitel med information om utvecklingen av stuntmodeller, konstruktionsmetoder, tävlingsverksamhetens början, recensioner av artiklar om stuntplan i tidskrifter från 1940 till 2014, biografier över många flygare, resultat från amerikanska mästerskap, amerikanska Team Trails, VM i stunt 1960-2014, nationella tävlingsresultat i England, Australien, Europamästerskapen, Vintage Stunt Championships och andra betydande tävlingar. Varje kapitel har en illustration av ”Årets plan” som valts ut av författaren och tecknats av en välkänd konstnär. Det finns ett appendix med över 1600 individuella stuntplan beskrivna i detalj. För närvarande kan bokserien endast erhållas från förlaget Butler Books via hemsidan www.stunthistory.com. Priset är 225 US$ plus frakt.

■

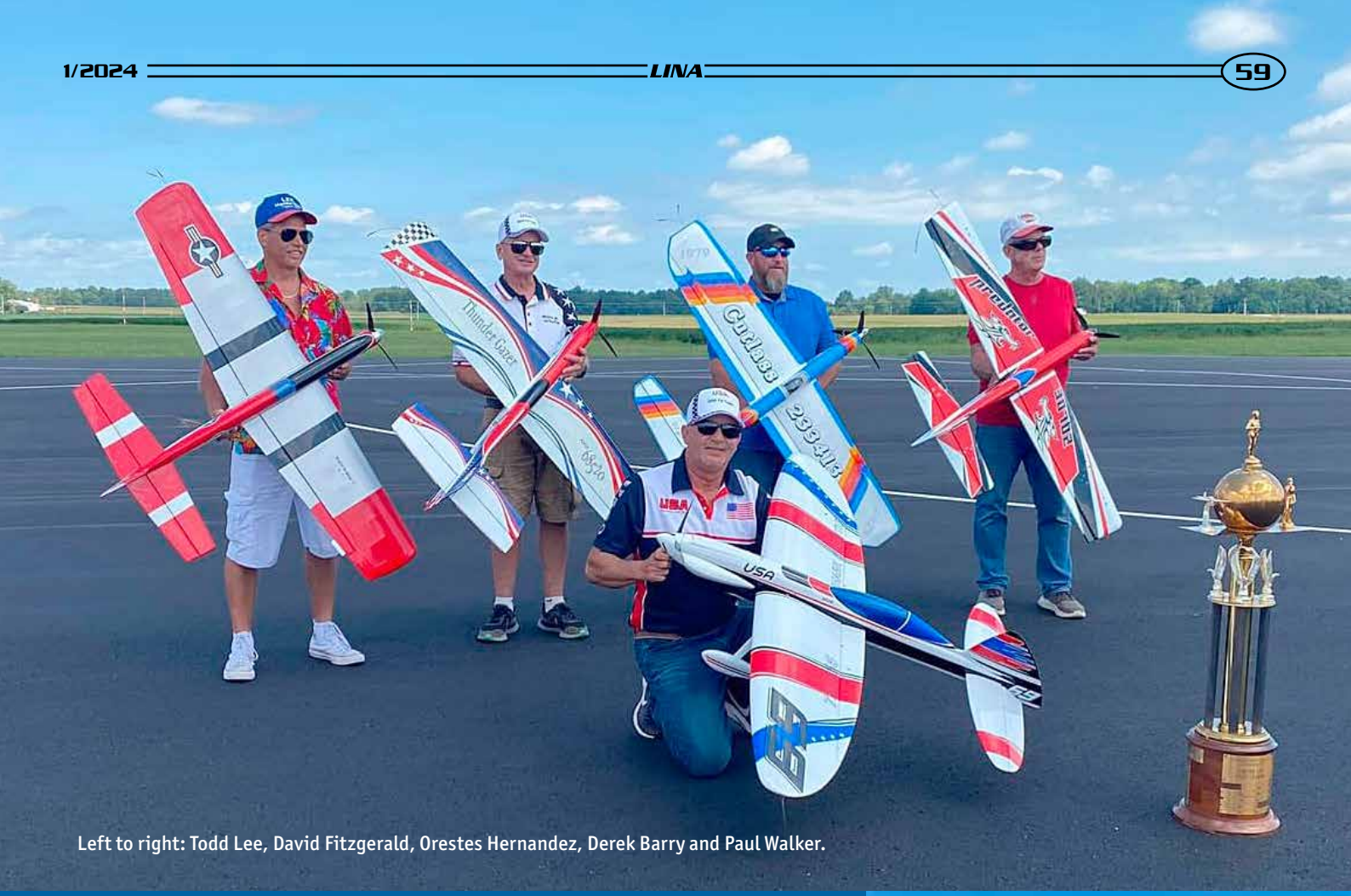
Niklas Löfroth

Idrottsgalan i Västerås 2023

Här i Västerås anordnas varje år en idrottsgala för idrottare som har tagit SM-guld eller medalj på EM och VM. Det delas även ut stipendier till eldsjälar, barn och ungdomsledare, elitidrottsstipendium mm.
Eftersom Västerås flygklubb modell tog ett SM-guld i F2A genom Bengt-Olof Samuelsson vi tog även hem lag-guldet så blev vi inbjudna att deltaga på galan, det var 110 personer varav häften idrottsmän och kvinnor, varje klubb fick ta med två representanter från klubben också, så vi valde att deltaga med Ove Andersson och Per Stjärnesund.
Det bjöds på pianounderhållning med tre rätters middag i Rocklunda-resturangen som ligger i anslutning till ishockeyrinken där VIK spelar sina hemma matcher.
Varje SM guld medaljör fick 7 000 kr. EM- och VM-medaljör fick 10 000 kr som går till klubben, det var väldigt trevligt och en bra gåva från Västerås stad.

■

Per Stjärnesund



Left to right: Todd Lee, David Fitzgerald, Orestes Hernandez, Derek Barry and Paul Walker.

2024 US Nats

Top Five Contestants	Total score
1. Orestes Hernandez	1156,00
2. Todd Lee	1151.83
3. David Fitzgerald	1151,16
4. Derek Barry	1141,34
5. Paul Walker	1136,67

Above and left:
Orestes Hernandez, winner of the 2024 US Nationals in Precision Aerobatics. This was his third win – so far!
Winning concept; A Yatsenko Shark constructed from molds of his own.

Hellséns Hangar

– Butiken på hjul

Nyhet!

innovativ linrulle

Ytterdiameter: 130mm/5.1", bredd: 15mm/0.6".
Glidringar i hålen = inga skavsår
Helt täckt = ingen yttre påverkan vid förvaring.
Pris: 250kr. Leveranstid kan förekomma.

Återförsäljare av:
Brodak, Master Airscrew, Mejzlik
Falcon Propellers, Minicars och MBS-models

Vi har metanol, oljor, eter, Dll, linor på löpmeter och mycket mer.
Med ett brett nätverk av kontakter och ett gediget intresse kan det mesta gå att hitta och lösa.

Hellséns Hangar
Nygatan 35, 294 34 Sölvesborg
tel 073-847 83 12
www.hellsenshangar.se
hellsenshangar@gmail.com