



## Indoor MTR-Hückelhoven



### Indoor Mini-Team-Race April 1 - 2 2006

*On April 1st ( no joke ) winter came to an end for us MTR flyers. You could see in several forums that people were impatiently waiting. Owen was counting the days backwards.*

*16 teams had pre entered, and 14 actually came. At the last moment Willi had convinced me to prepare a second circle. I have a hard time to admit it - but it was a wise decision. Both circles were constantly in use. To run everything safely both circles were surrounded with nets; a gorgeous support from the Dortmund club.*

*Judged by the number of participants this should well be the biggest MTR event so far. Records were constantly exceeded. In the end the 4 min sound barrier was broken three times: team Gründel/Ritter with 3:56:61, Grootkarzyn/Bosvolt with 3:57:73, and Kosmalla/Schmitz with 3:58:81. Only the Dutch team needed two pit stops, the other teams used only one stop each.*



Team-Race für Ängstliche



*Still the fun prevailed. Otherwise I couldn't quite understand to see grinning faces during two full days. Günter Rosenhan, our oldest speed flyer, decidedly left Berlin to visit our hall. After having left his car he could just whisper "paradise must look like this". You can hardly describe our thoughts and emotions about these facilities better than this. There's a damned lot of heart's blood in this hall.*

*A wide range of model types was displayed. Tailless wings, ( so called frying-pans ), normal profile models, even a model with a built up wing could be seen. Still the frying-pans are not the majority, but it will not take too long until they will*



*prevail. They don't have an advantage in speed, but these things are more rigid for catching ( on one of my models the fuselage cracked on a quick pit stop ). The TYR engine from Loet Wakkerman seems to succeed. It's not necessarily faster than a Fora, but definitely more reliable. Last winter our two Foras have simply dissolved themselves. However if you can get a good sample you can thoroughly compete.*

*As for the contest: the participants arrived Saturday at around 9 AM. They began practising instantly, and the new circle proved quite suitable for MTR. In the afternoon we held a briefing. In agreement with all competitors we decided to run three rounds with 2 up heats, with the final to be a 3 up affair. We all hate broken models. We still don't have enough routine in MTR racing. And since flying in a hall can sometimes confuse the clear view on your model, this decision was clearly a way to prevent trash.*

*The evening was spent in a friendly get-together in a nice guesthouse, and the whole control line world was improved. However Loet's desperate attempts to sell his sister Monique failed miserably. In an auction to sell his TYR engine a bid of only 19 Euro was made, so Loet climbed down.*

*The contest started Sunday morning at 10 AM. Again Helle Wakkerman served as contest director. She was ably supported by Klaus Engfer, who pushed competitors to prepare in time so we could keep the time schedule. The three elimination rounds went by without problems. All who qualified for the final had sub 4 min times. The final was a criminal affair. Stefan and Owen were super fast, but had many pit stops. Klaus-Willi as well as Peter-Katja were a little slower but had definitely less stops. Willi's last pit stop came at lap 156. He decided to run high risk, slightly turned in the needle - and the tank lasted till lap 200. Luck seems to support those who*



*practise less. The engine is not yet worn out ( I don't begrudge it Willi ).*

*We also celebrated Bert van de Meij's birthday, he promptly donated three cakes. Moreover we had a 5 ccm Slow-Team-Race on Saturday. While these things are not especially fast the sound in the hall is gigantic.*



*Norbert Schmitz made a speed demonstration flight. Those spectators who didn't know what was going to happen quickly moved back one step when the engine was started. However when the model took to the air and the engine fell into resonance, they made another three steps. A hell of a noise. Between rounds there were control line autogyro demonstration flights.*



*Feeding in the canteen was managed by the Schmitz/Heinrichs/Kehnen family company. I think it was good; nobody has died of hunger or thirst. I'd like to thank all those countless helpers wherever they came from; competitors, club members, friends, and family. Of course a special Thank You goes to Helle. If she's ever prevented from coming Willi and I will have a serious problem. Then one of us can not fly.*



*Uwe Kehnen*

*Fotos unter [www.fesselflug.eu](http://www.fesselflug.eu)*



Platz	Name	1. Lauf	2. Lauf	3. Lauf	Finale
1	Kosmalla - Schmitz	5:09.27	4:03.53	3:58.81	8:48.41
2	Ritter - Gründel	4:47.67	3:56.61	7:01.62	9:14.09
3	Grootkarzyn - Bosvelt	4:25.20	4:12.49	3:57.73	10:11.69
4	Leupold - Engfer	4:07.37	4:03.12	4:02.25	
5	Leupold - Schwarz	4:27.43	4:51.67	4:03.65	
6	Hoffmann - Jungherz	4:09.72	4:29.11	4:16.62	
7	v.d. Meij - v.d. Meij	4:22.35	4:22.35	4:13.11	
8	Olijve - Schot	4:14.60	5:08.45	4:18.81	
9	Wakkerman - Wakkerman	70 Rd	4:21.82	4:15.17	
10	Kehnen U. - Binner	4:22.90	4:32.15	4:28.30	
11	Hodek - Hodek	5:20.10	5:15.22	5:54.57	
12	Kehnen F. - Heinrichs	98 Rd	5:17.10	5:24.50	
13	Kehnen U. - Kornmeier	5:31.97	5:48.00	6:18.72	
14	v.d. Meer - Steffers	-----	-----	68 Rd.	