

THE NORTH AMERICANS BREAK NEW GROUND DOWN UNDER

by GUY REVEL

ACCLAIMED BY most competitors as the best World Championships so far, the tense and exciting events that took place in Wangaratta, Australia, certainly deserve a very special place in FAI competition, for they underlined a fast evolution with clearly visible trends. A shift of supremacy was seen in aerobatics and helicopters as a result of an underground movement only now coming into full effect. Although competition included aerobatic power (F3A), pylon racing (F3D) and helicopters (F3C), I'll report here on the fixed-wing events.

For most modelers who follow pattern, the 1991 World Championships will be remembered as the event in which Hanno Prettner lost his title. To me, however, this is a mere incident compared with the upsurge of flying excellence from America. Americans haven't dominated the F3A scene since their last individual



During the awards ceremony: Chip Hyde, winner of the F3A division at the 1991 World Championships.



Above: the Chinese F3A team.



FAI AEROLYMPICS

Peter and Caroline Godsmith with the "Slingshot." They finished 14th.



PHOTOS BY GUY REVEL



The top JR pilots, left to right: Bertram Lossen, Chip Hyde and Hajime Haila.



The most unusual team. Left to right: Wolfgang, Norbert and Roland Matt (Liechtenstein).

victory (Phil Kraft) in 1967. Their fortunes then slowly declined in favor of European (and mostly German) pilots. Then the wave rose again, climaxing in Wangaratta with a U.S. individual title in F3A, a team title in F3C, and two U.S. pilots in the top three, both in F3A and F3C. Don't forget the impressive Canadian team victory in F3A.

I'm reminded of the similar strength of



Hans and Hanno Prettnner. The heavy model was designed to fly best in the wind, but the judges liked larger maneuvers.

U.S. pilots at the last F3B World Championships in the Netherlands, as well as their unexpected and significant showing at the last F3E World Championships in Austria. This shows even more clearly how the wave is shifting from Europe to America.

WELL DONE, AUSSIES!

As a result of a late decision to change the location of the 1991 World Championships from Italy to Australia, the Australians were left with little more than six

months to set up a huge organization for three simultaneous championships (F3A, F3C and

F3D) similar to the last "Aerolympics" in 1989. They succeeded with a superb and very efficient organization.

Wangaratta, in the southeast corner of Australia, about 120 miles north of Melbourne, is a small, quiet city established about 150 years ago as a result of a gold rush.

GOOD SITE

Before the beginning of the championships, competitors were provided with a



The new O.S. .40 is a real powerhouse. Very sound design with an elaborate induction system.



Above: winning F3A Canadian team is greeted with champagne by Bill Cunningham.

Right: some of the action in the pylon racing competition. Close race.



variety of club flying fields where they could practice. It was astonishing how many club fields (most of them on sheep grazing farmland) there are within a 30-mile radius of Wangaratta in a region that, although densely populated by Aussie standards, has a total population of about 50,000.

The Drage Airfield, site of the World Championships, has one long asphalt runway along which were two F3A flight sites. F3D was run earlier in the morning farther upwind on the same runway. The spring weather was unusually cold but convenient for most competitors, with very cool mornings and warm, sunny afternoons. The competition began with a no-wind condition akin to the previous World Championships, but a gusty and rather strong wind came later, just to make things more interesting and help separate the best pilots.

F3D: AN AMERICAN SOLO

The pylon racing class has long been an American, Australian and Czechoslovakian speciality but, since the first World Championship where the Malina brothers won the individual title and the Australian the team award, the American domination became almost absolute.

The event was, as expected, a race between Americans with times usually under the 75-second mark for the 10, 400-meter laps. Just as a reminder, F3D races are flown against the clock. The Australians, who were usually the only serious competition to the U.S. pilots, couldn't follow the pace, and Ranjit Phelan, their most experienced specialist, even suffered so many troubles that he could finish only five races out of 14 (of which the best 12 were taken for the final results).

The usual battle between world champion Dave Shadel and his "traditional" opponent Dubb Jett finished this time in favor of the latter, who showed remarkable consistency. All of his four last rounds' times improved on the previous world record!



Above: David von Linsow and Bill Cunningham. The USA Star was the largest model on the field. It flew slow, impressive maneuvers. Right: Dave Shadel flew this Stiletto to a 3rd-place win.

FAI AEROLYMPICS



Remarkable flying indeed with a trend-setting model, inverted engine and high-aspect-ratio wing.

Behind the four American pilots, Japan's Nobuyuki Chujo displayed remarkable flying style and performance, his best time of 72.1 being near last time's winning times. I was impressed by his prototype O.S. 40 racing engines, which could well become the only serious opposition to the ubiquitous Nelson.

Technically, the Nelson engine, which was still a prototype two years ago, is now the accepted standard. The once-supreme Super Tigre X-40 was used only by Jett and a New Zealander. OPS engines seemed to be very critical and short-lasting, and Rossis were favored by only the German team and one Australian. The new O.S., which seems very promising, has already been presented in Japan and may be considerably less expensive than the Nelson.

F3A: TIME FOR A NEW FLIGHT STYLE

It was quite a revolution that the German team wasn't in the top three and was even challenged for 4th place by Liechtenstein and Australia. For many, the big news is that Prettnner was stripped of his traditional title. This was the feat of Chip Hyde, but I consider this of secondary importance in the big fight between the world's top pilots.

As usual, the Championships began with four rounds of what are really qualifications—two rounds in front of each of the two judges panels. The three best flights are taken into account for the preliminary classification. Then the top 20 percent—in this case, 13 pilots—go on with three more rounds in front of all 10 judges.

It was soon evident that the points were going very high, with 500 points more and more common with the passing days. Hyde (USA) and Somenzini (Argentina) received much higher points than ever before; Akiba (Japan) and Kristensen (Canada) seemed to be better than they ever were. Wolfgang



Only during the finals was it possible to see models together. Here are the Japanese and Liechtenstein models.



Yoichiro Akiba's *Acro Bit* (front) and Wolfgang Matt's *Saphir*.

Matt had very clean flights, but it seemed that Hyde had more points every time, and with a very different flight style.

Prettner displayed his usual clean, smooth flights, just with somewhat smaller maneuvers than the opposition. Prettner had a new model, the *Mystic 120*, with an O.S. 120 4-stroke engine. He just received less points than could be expected, just like Matt and Bertram Lossen. In Wangaratta, the European style was clearly *not* favored by the judges.

This just shows the difference between national and international competitions. In the first case, competitors and judges have a common standard established through continuous exchanges from contest to contest. When you go to another country, the standard is different because the rules, as precise as they are, can't define everything. A world champion is judged to be best under different interpretations of the rules without arguing which is the valid one. Even if, however, the provisional classification wasn't really as expected, none of the favorites was left behind the final rounds.

ANTICLIMACTIC FINALS

For the first time ever, the finals included three Canadian pilots, but only one German competitor. Newcomers were Americans Bill Cunningham and David von Linsowe, the latter flying for the first time at an FAI World



Yoichiro Akiba (Japan) and his *Acro Bit*.

THE JUDGES FAVORED THE LARGE, EVEN VERY LARGE MANEUVERS, ALTHOUGH THE AVERAGE SPEED SEEMED TO BE THE SAME, OR EVEN LOWER THAN, AT THE PREVIOUS WORLD CHAMPIONSHIPS.

Championships, and Canadian Greg Marsden, who had been on the team previously, but who had never made the finals. Leading at the end of the qualifying rounds were Hyde (2,991 points), Somenzini (2,966), Prettner (2,919), Akiba (2,919) and Ivan Kristensen (2,919). The three final flights could still change everything; and they were flown with a strong crosswind, making really perfect flights that much more difficult.

In fact, there was no surprise as far as points are concerned. Hyde, who was already leading, easily got the best points for each of his three flights to record a clean win with the maximum possible. His scores of more than 530 points for five out of his seven flights say clearly how his flights were to the agreement of the judges. He was, however, tightly challenged by Somenzini, flying in a very different style, but extremely convincingly.

Kristensen never flew better. Using the very same model he had two years ago, his flights were precise, smooth, geometrically perfect, with large maneuvers and short curved changes of heading between straight legs. Obviously, the judges favored the large, even *very large* maneuvers, although the average speed seemed to be the same, or even lower than, at the previous World Championships.

WHERE'S THE TRUTH?

Was Hyde really better? As always this is open to question, as one has to take into account the human factor; judges aren't machines. In past years, the gap between Prettner and his followers was narrow; this time, it was even more so, and personal preferences could easily account for the finishing order of the top five pilots—particularly so with the differing flying styles. Hyde has a rather nervous style, with low base altitude and sharp changes of heading. He often avoids making path corrections when they'd be too obvious. This way, the overall impression is one of self-confidence.

Top-Ranking Pylon Teams

- 1.—USA
Dubb Jett
Henry Bartle
Lyle Larson
- 2.—Japan
Nobuyuki Chujo
Kiyoshi Soeda
Yoshinori Sato
- 3.—South Africa
Peter Sherliker
Dean Mitchell
Graeme Cox
- 4.—New Zealand
Tony Thompson
John Danks
Rob Whalley
- 5.—U.K.
Keith Reid
Paul Board
Alan Laurie

Top-Ranking Aerobatics Teams

- 1.—Canada
Ivan Kristensen
Dave Patrick
Greg Marsden
- 2.—USA
Chip Hyde
David von Linsowe
Bill Cunningham
- 3.—Japan
Yoichiro Akiba
Giichi Naruke
Hajime Hatta
- 4.—Germany
Bertram Lossen
Peter Erang
Peter Wessels
- 5.—Liechtenstein
Wolfgang, Roland
and Norbert Matt

FAI PYLON INDIVIDUALS

Place	Name	Nation
1	Dubb Jett	USA
2	Henry Bartle	USA
3	Dave Shadel	USA
4	Lyle Larson	USA
5	Nobuyuki Chujo	Japan

FAI AEROBATICS INDIVIDUALS

Place	Name	Nation
1	Chip Hyde	USA
2	Quique Somenzini	Argentina
3	David von Linsowe	USA
4	Ivan Kristensen	Canada
5	Hanno Prettner	Austria



Japanese Stiletto with O.S. 40.

On the other hand, Prettner, flying in his usual very smooth style, did geometrically near-perfect maneuvers with many, almost imperceptible, constant corrections. It was the first time Prettner flew with a 4-stroke engine, and this aboard a new model. I suspect that he didn't have much time to work on the structure, for the Mystic 120 was quite heavy; in fact, heavier than all but four models. This was surprising, as Prettner has noted that a light model and a lot of power are keys to success.

He said that he decided on a heavy model owing to the expected wind conditions in Wangaratta. This certainly accounts for the lesser vertical performance of his plane. Compared with the vertical performance of the surprising von Linsowe with an airplane almost as heavy (he used the



The Swiss had a solar panel on their transmitter box to keep it fully charged at all times.

GLANCE INTO THE FUTURE
Somenzini had already flown at a number of World Championships, but he really made himself known in 1987. Since then, he has challenged all the top pilots. He has now reached his maturity. His flying is not only precise and smooth, but it's also inventive. I can only relate his present F3A style to the way he won so convincingly the Free Style event at the last TOC. Although the rules spell very precisely how the maneuvers should be performed,

Somenzini still succeeds in adding to them a further element—rhythm. It's a kind of dancing grace by which the flight is not only accurate and interesting for the specialists, but also enjoyable for the ordinary spectators.

Prettner had a big impact on F3A competition with his now widely recognized constant-speed

(Continued on page 74)

new YS 120 AC 4-stroke engine), however, one also wonders whether Prettner's O.S. 120 4-stroke had too much weight and too little power.

FAI AEROLYMPICS

MY PERSONAL SCALE

★

UP

Chip Hyde
Quique Somenzini
Ivan Kristensen
Yoichiro Akiva
The Canadian team
The Liechtenstein team
YS engines
APC props

★

LEVEL

Hanno Prettner
Wolfgang Matt
Giichi Naruke

★

DOWN

Bertram Lossen
The German team
Hajime Hatta
Heinz Kronlachner
Asano and MK props

★

TO BE CLOSELY FOLLOWED

Dave von Linsowe
Peter Erang
Christopher Paysant-Leroux
The next Chinese team
Australian Bolly props and pipes
New Webra Competition Red Head .61

Model	Wingspan (in.)	Length (in.)	Wing Area (sq. in.)	Weight (oz.)	Engine	Prop	Radio
Bummers Bullet	58	39	450	77.6	STX-40	Jett 7.75x7	Airtronics
Stiletto	56	42	465	77.5	Nelson	Carbon 7.5x6.5	Futaba
Stiletto	57	39	450	80.0	Nelson	Own 8x7	Futaba
Stiletto	56	42	465	77.5	Nelson	Carbon 7.5x6.5	Futaba
Stiletto	51.5	41	533	77.0	O.S. 40 Prototype	Own	JR PCM-10

Model	Wingspan (in.)	O/A Length (in.)	Wing Area (sq. in.)	Weight (oz.)	Engine	Propeller	Fuel (oil/nitro)	Radio
Jekyll	66.0	72.0	770	132	Webra LS Comp.	APC 12x13 N	Power Master 15/25	JR PCM-10
Desafio 2	68.5	68.1	841	138	YS 120 AC	Bolly 14.2x15	Power Master 20/20	Futaba 1024
USA Star	77.0	76.0	1155	160	YS 120 AC	APC 15x12	Pro Power 7/15	Futaba 1024
Summit III	64.0	62.5	800	119	YS 61 LS	APC 12x11	Cool Power 7/15	Futaba 1024
Mystic 120	72.8	63.8	899	162	O.S. 120 SP	APC 13.5 x 13.5	Castrol MSSR 15/15	Graupner MC-20

UP TO **80% OFF** WALLCOVERINGS ANY BOOK

UP TO **80% OFF** WINDOW BLINDS ALL MAJOR BRANDS

ALL WALLPAPER
ANY BOOK SEEN ANYWHERE

- All 1st Quality
- Instant Price Quotes
- Free Freight

NO UPS CHARGES

NO SALES TAX (Except MI)
SAME DAY PROCESSING
ALL 1ST QUALITY
VISA AND MASTERCARD ACCEPTED
DEAL DIRECT AND SAVE
KNOWN FOR LOWEST PRICES

SHOP AT YOUR LOCAL STORE AND CALL FOR PRICE

1 800 521-0650

POST WALLCOVERING DISTRIBUTORS, INC.
HOURS: MON.- FRI. 9-8:00 SAT. 9-6:00 E.S.T.
FOR YOUR CONVENIENCE - FAX 313 338-7943

G-23

(Continued from page 50)

slowly. The original engine was later replaced by a stock Zenoah G-23. This gave me faster takeoffs, better climb rates and better power for zoom-up-style maneuvers. After installing the Hanson cylinder, carb and ignition module, the flying just got better! Now it goes straight up a lot farther and climbs to spinning altitude faster. I pull larger loops and have greater authority during aerobatics. Maneuvers that require a lot of up-front-pull, like a respectable outside loop and good knife-edge flight, look good now; they weren't possible before. But the *real* plus is that my Cub is now a whole bunch more fun to fly!

**Here's the address of the company featured in this article:*

B.H. Hanson Co.—Model Marine Products, 2228 S. El Camino Real, Suite 123, San Mateo, CA 94403-1853; (415) 345-5592.

FAI

(Continued from page 57)

style. Somenzini is having a similar breakthrough, but is going further forward and creating a new style that will undoubtedly become the standard. Hyde will have to work doubly hard to repeat his victory next time in Austria,

Ducted Fan Balsa Kits



F-4 Phantom \$129.95
F-15 \$129.95

Southeast Model Products
3815 N. Hy. US 1, Unit 29
Cocoa, FL 32926
(407) 639-0465

VISA & MC Accepted
For more info, please send \$1 and SASE.

ELECTRIC MOTOR BREAKTHROUGH
WHAT DO YOU WANT IN AN .05 ELECTRIC MOTOR FOR YOUR FLYING MODEL???



1. Power 2. Endurance 3. Ball bearings 4. Low cost, replaceable brushes 5. Adjustable timing 6. Rebuildable commutator 7. Double balanced armature 8. Ease of dis-assembly 9. Super power magnets 10. Custom armature windings 11. Motor rotation reversible w/o soldering 12. Standard 39 mm Dia. case 13. Standard bolt spacing to fit available gearboxes 13. Heat sinks for brushes 14. Etc, Etc, Etc.


IF THESE FEATURES SOUND IMPOSSIBLE TO OBTAIN IN A SINGLE MOTOR, GUESS AGAIN!!!! These features describe the "WAR EMERGENCY POWER" motor, but can't describe the unbelievable power that is developed by this little MONSTER! The .05 Cobalts can't compete with this motor. When they are set up to produce as much or more horsepower, they can't run nearly as long and when they are set up for endurance, they can't produce equivalent power!! We are talking high performance flight with 4-4 1/2 min. full throttle duration, not a 30-40 second blast. For more information and a catalog, send \$2.00 to

Model/Tronics
6500 6th Ave. N.W.
Seattle, WA 98117
206-782-7458

VISA **MasterCard**

SHOP - TASK
MILL · LATHE · DRILL

*The Original Home Machine Shop
Designed in USA by ShopTask*



3 Models to Choose
As Low As **\$95.00**

3 Axis Power Feed Available
12 Month Warranty
100% Parts Supply
All Tooling Available
17" Swing
11 x 19 Mill Table

1-800-343-5775 FREE CATALOGUE
DEMAND THE BEST
SHOPTASK P.O. BOX 7531-TACOMA, WA 98407
SINCE 1961

KRESS JETS
914-336-8149 • 914-336-5975 FAX
VISA & MASTERCARD

F-15 EAGLE FOR RK-709 SPORT & RK-720 \$156.99



• ULTRA - SIMPLE MODEL
• A VERY COMPLETE KIT
• Balsa COVERED FOAM CONSTRUCTION
• FORMED INLET DUCTS
• SEND FOR PLANS \$14.00; WILL BE CREDITED TO PURCHASE

DEALER INQUIRIES INVITED
SEND FOR FALL 1991 CATALOG \$3.00

4308 ULSTER LANDING RD. SAUGERTIES, N.Y. 12477 PRICES SHOWN ARE LIST

F-15 FOR RK-709 SPORT
\$126.99



RK709 THRUST
1 1/2 - 2 LB
\$56.00

- ALL NYLON & VIVAK PLASTIC
- TRANSPARENT SHELL
- MULTI-DISPLACEMENT ENGINE APPLICABILITY
- EXTERNAL CARBS AVAILABLE
- VERY SIMPLE ASSEMBLY

BOSS 602 \$129.50 THRUST 11.0 LB



RK-740 \$109.50 THRUST 7.0 LB



RK-720 \$ 99.50 THRUST 3.5 LB



AT LAST!
Z-BEST ENGINE CLEANER



An Effective High Tech Engine Cleaner
For R/C Engines. Removes Burned-on Fuel Residue and Encrusted Carbon Build-up From Any Bare Metal Engine, Outside and Inside.
Z-BEST Cleans Mufflers, Tuned Pipes and Headers *Without Scrubbing*, and It Won't Harm or Discolor The Metal. Four Ounces Will Clean 10-15 Engines. Clean Engines Run, Cooler and Last Longer!

\$6.95
\$2.00 S & H + CA 8.25% tax
send check or money order or ask your local dealer

Dist. By
AIRBORNE HOBBIES
3764 30th. St. San Diego, CA 92104
1-800-382-0505

M/C **VISA**



**DeHavilland 88 Comet
"Grosvenor House"**

- | | |
|----------------|-------------------|
| Wingspan | 96" |
| Fuse | 65.6" |
| Weight | 18-22 lbs. |
| Motor | Two 90-120 4-cyl. |
- Fiberglass fuse, nacelles, pants
 - Wing center section & cowling
 - Fiberglass coloring, pre-cut wood
 - Foam-core removable wing panels
 - Rolled plans & instruction booklet
 - Price—\$495



**Introducing the "FOX-EE"
The Ultimate R/C Aerobatic Aircraft**

- | | |
|----------------|---------------|
| Wingspan | 72" |
| Fuse | 59" |
| Weight | 12 lbs. |
| Motor | 90-120 4-cyl. |
- Fiberglass fuse & cowling
 - Foam-core wing
 - Pre-cut wood
 - Rolled plans & instruction booklet
 - List price—\$255
 - INTRO—\$179.95

A.R.D. Enterprises
8226 Andrew Lane Norfolk, VA 23505 (804) 587-2706

and I bet that his two most serious competitors will be Prettner (again) and Somenzini.

The bronze medal went to von Linsowe, who was nearly unknown outside the U.S. At the last Tournament of Champions, he flew quite convincingly. Since then, he qualified in the U.S. team in second place, which was a remarkable

feat indeed. He used the largest model at the Championships, and with this model, the USA Star, he flew in a very smooth style, at a very moderate speed and with plenty of power to pull the enormous aircraft through the verticals. This quiet pilot could well challenge Hyde for top places.

BIGGER, MORE POWERFUL, SLOWER

Where is F3A going? The models are becoming larger again, and I wonder if this is a growing trend (like Peter Erang's Matador 2 or von Linsowe's USA Star). With 4-stroke engines, a lack of power won't be a problem, and these

(Continued on page 85)

**WANTED!
R/C BOOK
AUTHORS**

We at Air Age Publishing would like to expand our line of great books on R/C and are looking for authors.

Are you an expert on a topic that would be of interest to our readers? Want to be an author and have your name on the cover of a best-seller? If you're interested and have ideas for possible books, please contact:

Publisher
Air Age Publishing, Inc.,
251 Danbury Road
Wilton, CT 06897

**Serious About Your Hobby?
So Are WE !!!**

**"Wiha" Precision Fastening Tools,
Dependable German Made Quality.**



Complete Sets & Individual Sizes

Sold by The Finest Hobby Dealers & Distributors

Wiha From: Bondhus Corporation
1400 E. Broadway - P.O. Box 660
Monocello, MN 55362 U.S.A.
Tel. 600-328-8310 Fax. 612-295-4440

Bondhus Tool Ltd
190 Hwy 7 West - Unit 29
Brampton, Ontario Canada L7A 1A2
Tel. 416-463-7470 or Fax. 416-453-5551





Above: The World Champion! Chip Hyde proudly displays his winning design, the Jekyll. Shows typical American pattern influence. Above right: Second place went to Quique Somonzini of Argentina, flying his Desafio II under YS 120 power. Below: Flying the flag were our own Ken Binks and Andy Nicholls. Ken (left) took top UK place at 18th.



Aerobatic World

Top class flying from Australia reported by Noel Barrett

The seventeenth F3A Aerobatic World Championships were hosted by the Australian Pattern Association at Drages Air World, Wangaratta, some three hours drive from Melbourne. The F3A teams were designated five practice sites, all within easy access from Wangaratta. Each site had a grass landing strip with poles at 150m, marking the 60' outer limits of the flight line. Each site had toilet facilities and the overall quality of the sites were of the highest standard. The main contest site also had excellent facilities, including a restaurant serving food all day and an air museum which was well worth a visit. A large hanger was used for processing the models and was also used as the administration building for

the duration of the contest. The flying took place on the main runway, using two flight lines, one at either end of the runway.

Sunday 20th October

The teams began to arrive at the contest site to process models. As processing commenced, it was obvious that many contestants had chosen to use four stroke motors, mainly YS 120's. 'What would Hanno fly?', was the question everyone was asking. When he arrived the question was answered, 'Yes, Hanno had gone four stroke'. He was now flying a new design, a Mystic 120 powered by an OS 120 SP motor. His back up model was his proven Super Star two stroke model.

Monday 21st - Official Practice

Official practice was used to time the length of one round. Therefore each flyer was allowed one flight on the flight line he had been picked to fly on. The weather was overcast with light rain, however at 11 a.m. starting time, the flight line director instructed the flyers to fly and official practice got underway. Some flyers decided not to fly due to the bad weather but by mid afternoon the rain had cleared.

Over the next four days, in beautiful sunshine, the pilots skill was tested as the wind changed from calm to strong 90° cross winds. It was obvious the standard of flying was higher than previous years as some marvellous flight

RADIO CONTROL MODELS & ELECTRONICS

TWO SUPERB NEW COVERING MATERIALS



Above: Wolfgang Matt continues to campaign his Saphir design, this time with YS 120 AC four stroke power. Right: Classy new Mystic from Hanno Prettner. Hanno lost his number one model just prior to the event.



Top of the World - Chip Hyde holds aloft the King of Belgium Trophy.



Left: Hajime Hatta of Japan placed 12th flying this super charged OS 120 equipped Explorer II. Right: Unusually large USA Star (1155 sq.ins.) flown by David Von Linsowe, USA, to third place in his first World Champs.



Champs

scores were recorded. The big surprise was the leading flyer, Chip Hyde, closely followed by Quique Somenzini, with Ivan Kristensen in third place.

After four days of super flying, the team event was decided. Canada took first place, U.S.A., four points behind, took second and Japan took third place. The U.K. team, sponsored by Solarfilm, with team manager Ray Brotherston, finished in ninth position. Ken Binks finished 18th in the individual event, with Richard Hirst finishing 26th and Andy Nicholls 29th.

Saturday 26th, Sunday 27th - Fly Off

Thirteen flyers made the fly off, this being 20% of the total entry as required by F.A.I. rules. One round was flown on

Saturday and two rounds on Sunday. Over the next two days spectators were treated to some of the best F3A flying ever seen. Chip Hyde (U.S.A.) flying his usual style of a small accurate pattern, won the first round, followed by Quique Somenzini just a half point behind. In third place, four points behind, was David Von Linsowe flying the largest model of the contest at 1155sq.in. His flying style was most impressive, making large smooth manoeuvres. In fourth place was Ivan Kristensen, just three points behind Von Linsowe, and in fifth was Hanno Prettner a half point behind Kristensen. At this stage, the individual event was wide open, any of a number of flyers vying to take the title.

On Sunday the superb flying continued, all flyers improving on their

individual scores. By mid afternoon, on his 20th birthday, Chip Hyde became F3A World Champion. Quique Somenzini placed second and David Von Linsowe placed third. So ended the reign of six times World Champion, Hanno Prettner, a record which may never be equalled.

This World Championships was one of the best seen to date in both organisation and flying. The organisers must be complemented and congratulated for running such a smooth event, which was sponsored by Eddie and Helena Lo of Kraft Systems Australia.

Noise was not a problem at this World Championships as most motors were well within the noise limits. A lot of plug-in wings were in evidence and all models had plug-in tails. Four stroke motors were used by 28 competitors and 37 used two strokes. To conclude the event a banquet was held at the City Hall, Wangaratta, where all prizes and presentations were awarded. So ended the 1991 F3A World Aerobatic Championships, in Australia.

Final farewells were said to friends, both new and old where they would hope to meet again in Austria at the 1993 F3A World Championships.



Left: All smiles from the Singapore team, who were 20th in the team event at their first World Champs. Names to faces are Patric Chan, Johnny Yong and Chek Koon Mok. Below: Following in his father's footsteps, Roland Matt placed 20th and is learning fast.



Below: Our intrepid reporter, Noel Barrett, flew his Ciunas at Wangaratta. Recently featured in RCM&E, plans are available from the ASP Plans Service, number RC 1667. Noel was supported by Irish Team Manager, Finbar Constant and Mechanic, Dave Foley.

Most colourful model of the event had to be this Silent, flown by Jean Pierre Zardini of Belgium. YS 120 provides quiet, smooth power.



Name	Country	Model Name	Designed By	Wing Area	Weight	Finish	Motor	Prop	Radio	Fuel	Retracts
Chip Hyde	U.S.A.	Jokyll	Chip Hyde	770 sq. ins	8.25 lbs	Film Paint	61 Compet. Webra	APC 12 X13	JR PCM10	Power Master 25%	EZ Supra
Quique Somenzini	Argentina	Desafio II	Mario Somenzini	850 sq. ins	9.5 lbs	Paint & Monokote	YS 120	Bolly 14.5 X 15	Futaba 1024	Power Master M.K.	
David von Linsowe	USA	USA Star	David Von Linsowe	1155 sq. ins	9.9 lbs	Monokote	YS 120 AC	APC 15 X 12	Futaba 9 VAP	Pro Power	1M
Ivan Kristensen	Canada	Summit III	Ivan Kristensen	790	7.5 lbs	X & B Superpoly	YS .61	APC 12 X 11	Futaba 1024	Cool Power 15	1M
Hanno Prettnner	Austria	Mystic 120	Hanno Prettnner	914 sq. ins	9.75 lbs	Film Paint	OS 120SP	APC 13.5 X 13.5	J.R.		E.Z. Supra
Yoichiro Akiba	Japan	Acro Bit	AKIBA	899 sq. ins	9.24 lbs	Paint	YS 120 AC	14 X 13	Futaba 1024	MG 700	E.Z. Supra
Wolfgang Matt	Leichtenstien	Saphir II	Wolfgang Matt	950 sq. ins	10.75 lbs	Paint	YS 120 AC	APC CF 14 X 13	Futaba FC 28	MG 700	E.Z. Supra
Giichi Naruke	Japan	Silent	Naruke	960 sq. ins	9.68 lbs	Paint	YS 120 AC	APC 13.5 X 13.5	Futaba 1024	MG 700F	Giesendanner Electric
Bill Cunningham	U.S.A.	Malibi	Bill Cunningham	910 sq. ins	9.51 lbs	Superpoly Monokote	YS 120 AC	APC 14 X 14	Futaba 8 VA	Cool Power 15%	M.K.
Dave Patrick	Canada	Conquest	Dave Patrick	840 sq. ins	7.5 lbs	K & B Superpoly	YS .61	APC 12 X 11	Futaba 1024	Power Master 25%	M.K.
Bertram Lossen	Germany	Charmer	Lossen Altenkirch Eubow	790 sq. ins	8.5 lbs	Paint	OS 61	12.5 X 11.75			
Hajime Hatta	Japan	Explorer II	Hatta	899 sq. ins	9.9 lbs	Paint	OS 120 SP	APC 13.5 X 14	Graupner J.R.	Graupner	E.Z. Supra
Greg Marsden	Canada	Legend	Greg Marsden	845 sq. ins	8 lbs	Monokote Lacquer	YS 61	APC 12 X 11	J.R. PCM 10 1024 Futaba	M - LL Coolpower 15%	M.K.

AEROBATIC WORLD CHAMPS

For the aerobatic fraternity the World Champs held in Australia were the subject of much speculation.

As most people will know the Aerobatic World Championship competitions for F3C (helicopters) and F3A (fixed wing Aerobatic) were held in Australia in 1991.

We were fortunate indeed to have Derek Pickard on the spot to report on both competitions and provide us with some pictures which capture the excitement and spirit of the event.

Helicopter

The American helicopter team went home from the 1991 World Championships in Australia with a feeling of being robbed — Wayne Mann should have been the champion!

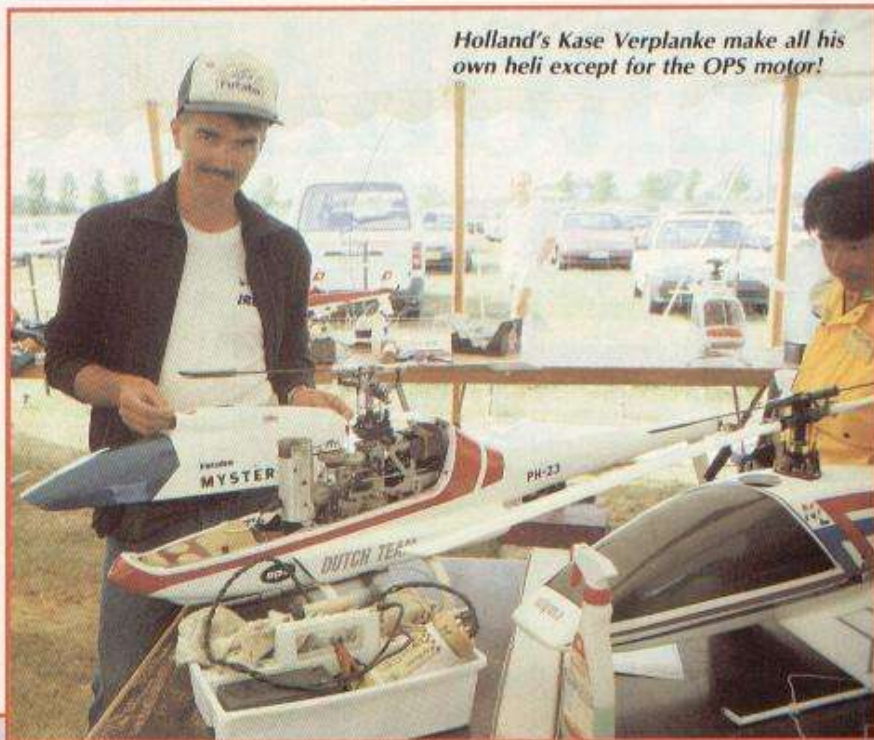
A combination of harsh judging and freak winds played against the well organised US team and let the talented young Kazuyuki Semsui from Tokyo into the number one slot.

Len Mount kept smiling despite a disastrous World Championships.

The Japanese helis used eye catching laminated wood blades.



Holland's Kase Verplanke make all his own heli except for the OPS motor!



supplier Ted Schoonard. But even the professional approach of this very impressive flier couldn't have beaten the way events overtook him down-under.

On the other hand, the Japanese helicopter pilots had everything going for them from the moment they began to practice and were expected to make a

Yoichiro Akiba (Japan) and his supercharged YS120.



Andy Nicholls waits for his flight with Ken Binks and team manager Ray Brotherton.

serious challenge for the top spot.

The Oriental team were well organised, massively funded and incredibly well equipped. The three national team fliers represented the three leading Japanese makers (Hirobo, Kalt and TSK) and each had his own mechanic and a total of five superbly prepared models.

While the top Japanese and American fliers fought it out for the top six positions,

Conditions at the Australian site were as good as the organisation with good weather for most of the time. Unfortunately, unpredictable winds blew up on the Friday with Mann and Semsui going into the last couple of days just a few points apart. But while the Japanese drew a calm weather early morning flying position, Wayne had the misfortune to fly in the worst of the winds. He lost the title on that Friday.

Throughout the week, the international judges were hard on the highly favoured American team making them work hard for points. Conversely, other fliers scored well from what many observers felt were ordinary performances.

Wayne Mann's position of a close second doesn't reflect his impressive flying during the week and the attention to detail given to him by mechanic and X-cell machinery



Australia's Eddie Edwards.



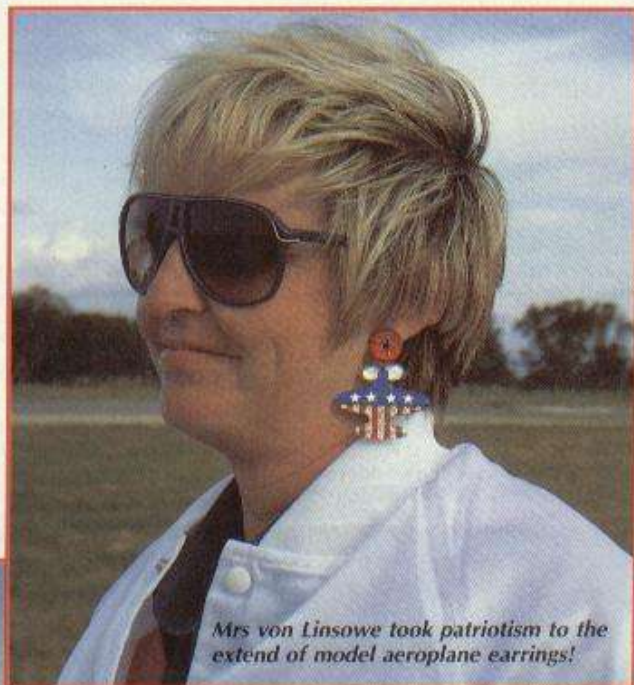
Japan's Giichi Naruke and his YS120 supercharged model.

significant similarities became obvious. Unlike the other competitors, these two teams flew fast with large manoeuvres. They also used high nitro content fuels with the Americans around 15% and the Japanese at 30%.

The Japanese team manager also admitted his team's fuel contained a very high grade methanol and 28% low viscosity oil. The engines, he said, were all standard.



Alistair Newman enjoyed himself — at all times!



Mrs von Linsowe took patriotism to the extend of model aeroplane earrings!

David von Linsowe flew consistently well all week for third outright.



Continued on **Page 41**

Continued from Page 41

As these two teams fought it out all week, other fliers organised themselves for the lesser positions with Switzerland's Daniele Graber finishing in 7th place. Great things were expected of Austria's Josef Brennsteiner with his impressive sounding Webra 61 but he couldn't cope with the wind and slipped down the finishing order.

On the mechanical side, the Japanese helicopters drew a lot of attention, especially their laminated wooden blades thinly coated with fibreglass that enclosed three lead weights on the under surfaces.

Holland's Kees Verplanke made his national team and attended with two of his machines on which he made everything except the OPS engines. But they proved down on performance and one crashed badly.

Unfortunately, the British team were nowhere. A combination of bad organising and terrible luck turned an expensive trip down-into a near disaster. Murphy and his bad luck textbook was everywhere at all times.

It all started to go wrong for the Brits when unchecked information said no nitro nor advanced lubricants were available and the airlines refused to carry fuel. This made the British fliers decide to use engines suitable for what I thought would be Aussie straight all-methanol fuel. Eventually, the methanol which was supplied was of the unsuitable variety with incorrect additives and immediately damaged engines during the first practice.

For Len Mount this was no more than another episode in a run of bad luck which

began when he broke two models in separate crashes while practicing before leaving. For a flier of his experience who was expecting to go well in the World Championships it was a bitter blow. Len reckoned the total cost by the time he returned home would exceed £5,000 for no more than compromised performances on his reserve-only ordinary engines. But throughout what must have been a very disappointing week for him he kept smiling and insisting how the excellent atmosphere and friendliness between the competitors at the World Championships made it all worthwhile and he intends to return.

Colin Bliss then had the misfortune to suffer a freak misinterpreting of channels and had his helicopter shot down through the air waves by the leading French flier. Despite receiving a lot of help from other teams, Colin's machine was never fully repaired and flying suffered.

Aerobatics

American fliers crushed everyone out of the top positions with a superb display of skills at aerobatics.

U.S. fliers took the top individual honours, the Canadians went home the team champions and a young Argentinian made it into the top three.

While the established fliers like Hanno Pretner had trouble with their form and the Japanese gave it their best shot it was the talent from the North and South American continents that impressed.

Chip Hyde was good all week. He had a clear lead going into the fly-off and everyone expected him to go on to win. He then dominated two of the three fly-off rounds.

The young Argentinian star, Quique Somenzini, had the time of his life. This included putting in the best score for the fourth day when everyone began to take this likeable character very seriously. His equipment was ordinary by the high standards of the Championships and everything he used was over-the-counter from his local model shop.

The third best individual performance was put in by the U.S. flier David von Linsowe whose well prepared machinery reflected his own approach to this top level of competition.

But consistency throughout the week went to the Canadian team who had both experience and youth on their side all flying on top form. No one let the side down and they went home the team champions. From the veteran Ivan Kristensen to the relative newcomers Greg Marsden and Dave Patrick they were always an impressive team.

Big things were expected from the Japanese who put in a massive effort to displace the established talent. Their best fliers such as Yoichiro Akiba and Giichi Naruke impressed everyone. The Japanese also favoured the new four stroke YS 120 supercharged engines which they demonstrated to top effect. These improving power plants will be a top force very soon.

Only one flier, a Spaniard, crashed and consensus of opinion among the fliers was that the judging was fair and the results reflected the talent that attended the Australian event.

For the British team, the aerobatics were the opposite of the helicopter fiasco. Experienced organisation and a disciplined professional approach saw the three fliers give a good account of themselves. They lacked the massive equipment, practice time and budget available to many top teams but

F3C INDIVIDUAL RESULTS

Pl	Name	Country	Rnd 1	Rnd 2	Rnd 3	Rnd 4	Total	Fly-off
1	Sensui K	Japan	225.0	238.5	226.5	217.5	690.0	
2	Mann W	USA	224.5	224.5	209.5	226.0	675.0	
3	Youngblood C	USA	212.5	220.0	222.0	225.5	667.5	228.0
4	Dobashi Y	Japan	210.5	237.0	213.5	217.0	667.5	223.5
5	Suwabe S	Japan	219.5	223.0	221.0	213.5	663.5	
21	Mount L	Great Britain	169.0	174.5	169.0	158.0	512.5	
23	Bliss C	Great Britain	170.0	165.0	121.5	161.5	496.5	
25	Newman A	Great Britain	128.5	177.5	159.5	156.0	493.0	

F3C TEAM RESULTS

Rank	Country	Score
1	USA	1978.0
2	Japan	1969.0
3	Switzerland	1789.0
6	Great Britain	1502.0

F3A INDIVIDUAL RESULTS

		Rd 1	Rd 2	Rd 3	Rd 4	Sub	1	2	3	Total	Place
Chip Hyde	United States	479.00	545.00	530.33	542.33		521.00	531.63	532.88		
		932.51	1000.00	991.90	1000.00	1000.00	1000.00	1000.00	1000.00	3000.00	1
Quique Somenzini	Argentina	512.67	470.67	524.33	535.67		520.50	525.88	531.00		
		998.05	863.61	980.67	987.71	991.49	999.04	989.18	996.48	2987.01	2
David von Linsowe	United States	484.33	510.00	506.67	477.33		516.88	519.88	523.75		
		942.89	935.78	947.63	880.15	944.65	992.08	977.90	982.88	2952.86	3
Ivan Kristensen	Canada	513.67	505.33	521.00	512.67		513.75	517.13	525.25		
		1000.00	972.22	974.44	945.30	975.88	986.08	972.73	985.69	2947.65	4
Hanno Pretner	Austria	505.33	513.00	515.33	527.33		513.50	510.50	516.25		
		983.78	941.28	963.84	972.34	975.96	985.60	960.26	968.80	2930.36	5
Ken Binks	United Kingdom	476.67	467.33	425.00	463.33						
		927.97	857.49	845.39	854.33	2639.79					18
Richard Hirst	United Kingdom	450.00	443.00	462.67	448.33						
		876.05	812.84	855.34	826.67	2568.06					26
Andy Nicholls	United Kingdom	439.67	444.00	441.00	441.33						
		855.94	814.68	824.81	813.77	2495.43					29

F3A TEAM RESULTS

		Total	Place	
Canada	Ivan Kristensen Dave Patrick Greg Marsden	2919.74 2859.18 2828.06	8606.979	1
United States	Chip Hyde David von Linsowe Bill Cunningham	2991.90 2826.30 2784.61	8602.810	2
Japan	Yoichiro Akiba Giichi Naruke Hajime Hatta	2919.90 2866.13 2773.03	8559.060	3
United Kingdom	Ken Binks Richard Hirst Andy Nicholls	2639.79 2568.06 2495.43	7703.280	9

Ken Binks, Andy Nicholls and newcomer Richard Hurst did an impressive job against the world's best. The team were sponsored by Solarfilm and the GBRCAA.

In contrast to many teams who went completely overboard, the British Team's jackets were both smart and practical. Unfortunately, many European teams overdo the on-field fashions with one-piece outfits that look like they've won the bad taste award at a Brazilian mardi-gras. But while their clothing may have outshone their planes, their mediocre flying reflected too much time being spent on irrelevant fashion! □

Page 39

Canada's Aerobatic Team won their category at the World Champs in Australia. Their team manager was Cheryl Taylor who became Cheryl Marsden the day after the final when she married Canadian aerobatic flyer Greg Marsden. His plane is a Legend III, 65" span and powered by a YS61 long stroke.



STOPP PRESS! 1991 WORLD CHAMPIONSHIPS

Resultater (20 beste).

I siste sekund før bladet går i trykken, mottar vi resultatene fra verdensmesterskapet som gikk i Australia nå i høst. Norge stilte ikke lag i F3A klassen denne gangen, kun hadde vi med deltaker i helikopterklassen. Her deltok Rune Nessen for Norge og la seg på en pen 25 plass. Slettes ikke værst i det selskapet.

Som vi legger merke til, ligger Hanno Prettner helt nede på en 5. plass. Dette er uvant for denne karen. Mange vil kanskje si at det var på tide at det blir utskiftninger i toppen.

1991 WORLD CHAMPIONSHIPS		F3A									
Pl	Name	Country	Round 1	Round 2	Round 3	Round 4	Sub	FIO 1	FIO 2	FIO 3	Total
1	Hyde, Chip	USA	479.00 932.51	545.00 1000.00	530.33 991.90	542.33 1000.00		521.00 1000.00	531.63 1000.00	532.88 1000.00	3000.00
2	Somenzini, Quique	Argentina	512.67 998.05	470.67 863.61	524.33 980.67	535.67 987.71	991.49	520.50 999.04	525.88 989.18	531.00 996.48	2987.01
3	von Linsowe, David	USA	484.33 942.89	510.00 935.78	506.67 947.63	477.33 880.15	944.65	516.88 992.08	519.88 977.90	523.75 982.88	2952.86
4	Kristensen, Ivan	Canada	513.67 1000.00	505.33 927.22	521.00 974.44	512.67 945.30	975.88	513.75 986.08	517.13 972.73	525.25 985.69	2947.65
5	Prettner, Hanno	Austria	505.33 983.78	513.00 941.28	515.33 963.84	527.33 972.34	975.96	513.50 985.60	510.50 960.26	516.25 968.80	2930.36
6	Akiba, Yoichiro	Japan	511.67 996.11	438.00 803.67	534.67 1000.00	501.00 923.79	975.94	506.88 972.89	505.75 951.33	513.25 963.17	2912.00
7	Matt, Wolfgang	Liechtenstein	474.00 922.78	518.33 951.07	511.00 955.74	529.00 975.41	963.34	509.00 976.97	496.75 934.40	513.38 963.41	2903.72
8	Naruke, Güichi	Japan	512.33 997.40	484.33 888.69	521.33 975.06	484.67 893.67	957.96	505.63 970.49	501.00 942.39	509.00 955.20	2883.65
9	Conningham, Bill	USA	465.00 905.26	496.67 911.32	507.67 949.50	501.00 923.79	930.72	503.13 965.69	502.25 944.74	507.00 951.44	2861.87
10	Patrick, Dave	Canada	491.67 957.17	493.33 905.20	501.33 937.66	523.00 964.35	955.64	498.38 956.57	497.75 936.28	505.00 947.69	2859.90
11	Lossen, Bertram	Germany	497.00 967.55	467.67 858.10	505.00 944.51	514.67 948.99	956.27	490.00 940.50	498.38 937.46	505.38 948.39	2845.16
12	Hatta, Hajime	Japan	442.67 861.78	498.00 913.76	512.00 957.61	489.00 901.66	926.85	492.88 946.02	493.00 927.35	505.88 949.33	2822.70
13	Marsden, Greg	Canada	497.67 968.85	507.00 930.28	496.67 928.93	500.67 923.17	945.24	490.63 941.70	485.88 913.94	489.38 918.37	2805.31
14	Goldsmith, Peter	Australia	485.33 944.84	462.33 848.32	484.67 906.48	493.67 910.26	2761.58				
15	Erang, Peter	Germany	452.00 879.95	472.33 866.67	479.33 896.51	514.00 947.76	2724.22				
16	De Gotte, Alexandre	Belgium	475.33 925.37	419.00 768.81	465.67 870.95	497.67 917.64	2713.96				
17	Paysant Leroux, Christophe	France	464.67 904.61	413.33 758.41	472.00 882.79	471.00 868.47	2655.87				
18	Binks, Ken	UK	476.67 927.97	467.33 857.49	452.00 845.39	463.33 854.33	2639.79				
19	Fan, Min	China	450.67 877.35	459.67 843.43	482.00 901.50	461.33 850.65	2629.50				
20	Matt, Roland	Liechtenstein	462.00 899.42	458.00 840.37	455.33 851.62	469.00 864.78	2615.82				

TIL KLUBBENE!!!!!!

Husk, send in forslag til stevner for bruk til terminlisten snarest. Kun stevner som står på terminlisten teller som offisielle NAK approberte stevner.

