

# Model Aviation



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## Aerolympics '93

# F3C Helicopter World Championships

■ Chuck Wildey

**I**n an unprecedented performance, the US F3C team successfully defended its world championship. Curtis Youngblood of Bryan, Texas, is the new individual World Champion (and the first two-time champion), defeating Kazuyuki Sensui of Japan in a close battle.

The setting of Velden/Latsch, Austria—the heart of Corinthia—was well-suited for the event. We could watch the event from our hotel balconies, where we had an end perspective; breathtaking mountain scenery was the backdrop.

The opening ceremonies were held in the scenic town of Velden on the Worther am see. F3A, F3C, and F3D representatives from 37 nations gathered at the Kurpark. We were led through the streets by persons dressed in traditional garb holding placards identifying each country.

Once at our destination, the official opening ceremony began. Several dignitaries made speeches, culminating with Dr. George Breiner, head of Austria's Aeromodelling department. We were treated to an evening dinner cruise around the Worther am see. As we headed back to Velden, the boats came to a stop and drifted silently while a fireworks display was given. The "games" were officially underway.

This was the largest turnout of pilots and nations for a F3C World Championships to date. With 64 pilots representing 27 nations, the splitting of rounds was a distinct possibility. With cooperative weather conditions, the Austrians would prove to be well-prepared.

A team managers' meeting was held each evening at 8 p.m. The meetings were attended by all Team Managers, Jury, Contest

Directors, and judges. Pilots were not allowed as per FAI guidelines.

The meetings started with the roll-call of nations, and then we got down to business. Due to the large number of pilots entered, the organizers stressed the need to start promptly at 7 a.m. With everyone in agreement, the rest of the concerns were settled.

The contestants and organizers stayed at

analyzer ensured that all transmitters were operating within specification and on the proper frequency.

Our draws for flight times were evenly spaced throughout the day. As luck would have it, we were never the first or last to fly. Our slots were roughly 8:30 a.m., 1 p.m., and 5:30 p.m.



Wayne Mann of the US hovers his model in the ready box as caller Ted Schoonard looks on. Wayne finished sixth.

the conveniently-located Hotel Pachernighof. The meetings were held there in a small dining room just outside of the main dining area. The accommodations were very good. The staff was exceptionally friendly and ready to assist with our accommodations, and to make our stay pleasant and comfortable in every way.

Transmitters had to be impounded daily by 6:45 a.m. and the competition began precisely at 7 a.m. (the impound was manned by a friendly Austrian couple.) A spectrum

On the first day, Wayne Mann led off and scored a 210.5. Curtis flew the next leg, and showing very good form, posted an *untouchable* 230.0: This was 9.5 raw points higher than the defending World Champion, Kazuyuki Sensui.

Wendell Adkins flew his first round late in the day. Slight problems plagued his flight, but showing true form and a winning attitude, Wendell and Leisa finished the round, scratching out a 172.0. Unfortunately, Wendell's flight went overtime, and he did not receive any points for the 180 auto, leaving him in twenty-third place with lots of ground to make up.

The round was completed by 6:15 p.m. with breaks and a lunch for the judges. We felt that if the weather held out we would be in good shape. With Curtis in first, Wayne tied with Seiji Suwabe for fifth, and Wendell in twenty-third, the team was in second place.

Day Two started precisely at 7 a.m. (as would Day Three. I must say the Austrian Aeromodelling department kept the efficiency level at 110% throughout the competition.) Curtis lead off, followed by Wendell, then Wayne. Again, Curtis flew very well and posted a 230.5, receiving a perfect mark (10) from one judge for the 180 auto. Unfortunately, there was just one 10, and it was discarded as the high. But Kazuyuki Sensui matched his score and firmed up his second place.



Things were going much better for Wendell, as he shot up to eleventh with a 196.5. Wayne scored a 214.0, but slipped to sixth as Seiji Suwabe posted a 216.5. The team had now moved into first place by a meager 2.29 points. With Wendell's confidence up and scores climbing, it looked as if we just might hold on to our slim margin.

Like the two previous days, Day Three started with low cloud cover obscuring the mountains. Although the sun never really broke through, the clouds were never too low to cause much of a problem. The temperature peaked by 8 a.m., and it didn't get much brighter.

Our order was be Wendell, Wayne, and Curtis. Wendell scored a 196.0, but slipped to thirteenth place. Wayne posted a 214.0 and stayed in sixth. Curtis put in another great round, taking it with a 233.0 and earning another 10—this time on the 540 stall turn maneuver. This perfect mark came from a different judge than the previous one, but this 10—like the last one—was discarded as the high. Curtis received the only 10s during the competition.

With the final round of the preliminaries complete, the team standings were posted. The US was first, Japan was second, and Switzerland was third.

Curtis won all three preliminary rounds and entered the flyoffs in first place with 2000.00 points! Winning one of the two flyoff rounds would put another World Championship firmly in his grasp.

The first of the two flyoffs was scheduled for Friday, September 24, at 9 a.m. With Curtis and Wayne making the top ten, Thursday would be another day at the practice fields. At the team managers' meeting on Wednesday, we asked that the pilots who were in the flyoffs be given first priority at the practice sites. The

organizers responded that only the pilots who were *in* the flyoffs were *allowed* to use the practice sites.

We wondered who would be watching the rest of the transmitters during the flyoffs, when only those still flying had to impound their radios. This was left up to the honor system, which did not rest easy with the team managers, since the hotel was on site.

A heavy fog arrived Friday morning, and the start time was delayed until 10:30 a.m. Once the sun burned off the fog, this was the nicest day since the competition began; short sleeves and sunglasses were part of the dress code!

As a team, we rooted for Wayne and Curtis. We also knew that they had to put in excellent flights just to maintain their positions. Wayne was up third, following Kazuyuki Sensui. Curtis flew fifth, following Shizuo Ishikawa.

A hush fell over the crowd as the first pilot fired up his engine. Photographers clicked away as each of the contestants made their final adjustments in the ready box. One by one, they completed their first-round flights.

It's tough enough for a pilot to be judged by five highly-competent judges, but now all the eyes of their peers and spectators were watching. Every mistake elicited a groan, and

every "perfect" point in a maneuver evoked *oohs* and *ahhs*. Each group of spectators had their way of comparing the flights. Heads would nod, fingers were pointed, and hand gestures described what was seen. Just watching the crowd was entertaining.

Kazuyuki Sensui won the round with a raw score of 220.5, Yukihiro Dobashi placed second with 219.0, and Curtis was third with 218.0. Wayne kept pace with 207.0 for fifth.

Curtis was disappointed with his performance and his flight was not nearly as good as the previous ones; he was determined to win the second flyoff and win the title with 3000.00 points. At the completion of the round, however, Curtis could not be beaten, and he was the "unofficial" World Champion!

During the lunch break, we were treated to a display of large Scale helicopter flight demonstrations. A very able Swiss pilot flew what had to be a quarter-scale (or larger) Huey, completely scratch-built, and with realistic flight characteristics.

While performing a spiral descent, you could hear and feel the thump of the blades, just like the full-scale ones! A few low and fast flybys, capped off with an autorotation landing, had the crowd on their feet.

Germany's Volker Heine performed a nice Scale flight with what looked like a 1/8-scale



The US team (L-R): Wayne Mann, Curtis Youngblood, Wendell Adkins. They took the team championship with 5540.58 points.

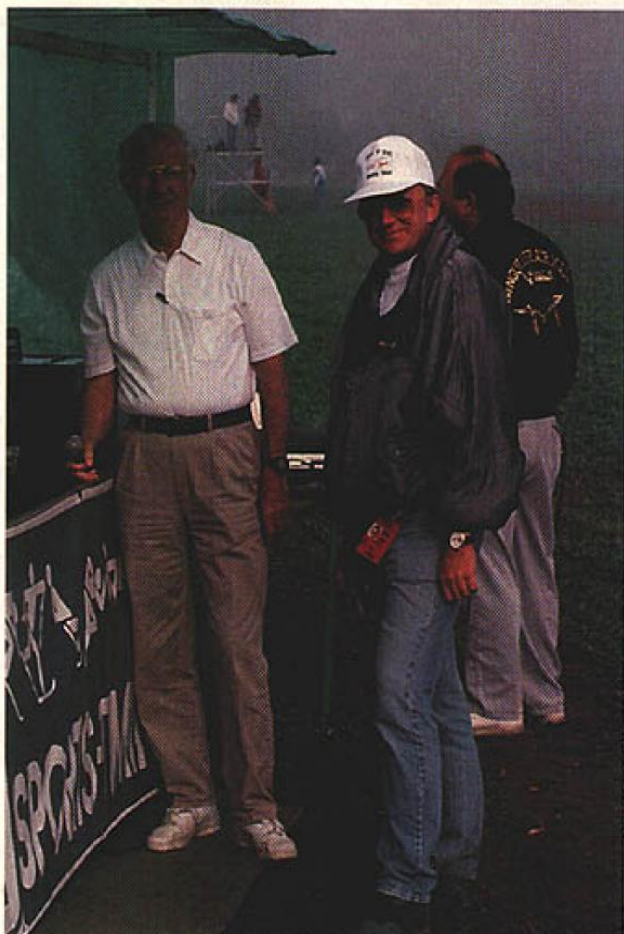


The Japanese team watches the ready box. Members took three of the top eight places and finished second to the US.



Right: Contest Director Manfred Dittmayer (right) with the Academy of Model Aeronautics' own Geoff Styles.

Below: The 1993 World Champion, Curtis Youngblood, with his model and US Team Manager Chuck Wildey.



robbe BK 117. He handled that big ship beautifully and gracefully. Stall turns, tight banked turns, and fast flybys held our interest.

The second and final round of the flyoffs began. Once again Wayne flew early in the rotation (fourth). Curtis would have to wait and fly eighth. Determined to win the round and dominate, Curtis removed himself from the noise and confusion while he waited for his turn. Wayne's flight was another good one, but not good enough to stay in fifth place. Posting a 211.5, Wayne finished sixth.

Curtis emerged from the pilot's tent with transmitter in hand and in contest mode. Going through the "10 minute drill" for the umpteenth time in his career, Curtis made his way out to the 10 meter box. The crowd was equally as intense as he was. Would he make a mistake; can he put it away once and for all?

Our questions were quickly answered. Curtis' flight was marked by several position

mistakes and he finished third in the round; this would be his throwaway. Although he was somewhat disappointed in himself, he was relieved that it was over.

This World Championship had a lot of *firsts* for F3C. It was the first time:

- There were 64 pilots
- 27 nations participated
- An individual won for the second time
- The US team won team title and a member won overall
- The US team won back-to-back titles
- The US team wore uniforms (nice ones at that!)
- All three team members flew the same brand of helicopter, Miniature Aircraft X-Cell .60, X-Cell Pro, and X-Cell Custom

Each of the top three finishers has been a world champion during the last six years.

Curtis won in 1987 and lost to Yukihiro Dobashi in 1989. Dobashi lost to Kazuyuki Sensui in 1991; Sensui has now turned over the title to Curtis. Is this the look of things to come? Time will tell.

There are many people who have worked and supported our team over the years. I would like to thank my wife, Mary Jo, for her support of my RC helicopter "obsession." She is always ready to listen and suggest, but never demands or ignores. I consider myself extremely lucky that she puts up with this.

The FAI F3C team support raffle was drawn during the 1993 Hirobo Cup. The drawing culminated six months of sales in several states. Tickets were sold at the Toledo trade show, the LVRCS contest, the team trials in Pensacola Florida, the NATS, IRCHA Jamboree, through CompuServe, club meetings, and at many other events. Quite a



few people from around the country sold several books of tickets.

To these folks and especially to Tom McAteer, who put on a lot of miles traveling around the country with me selling tickets and supporting the FAI program: *Thank you*. Enough money was raised to provide the needed ground transportation, hotel accommodations, and *first-class* uniforms.

Curtis Youngblood drew the five winning tickets. Next, those five tickets identifying the prizes were loaded into the rotating basket, and *Flying Models* columnist Dale Hart drew the five prizes. Congratulations to the winners, and thanks to the companies that donated the raffle items.

The following AMA-chartered clubs contribute to the FAI program through entry fees or membership assessments: the Hudson Valley Airscrews, the Michigan Whirlybirds, and the Orlando Radio Control Helicopter Society. There may be others, and to them I also extend my thanks. If you or your club would like to partake in FAI team funding, contact the AMA's Competitions Department and they will be happy to fill you in.

Without the tireless efforts of AMA travel agent Nino DiRonza, we would have been stuck in the States. Nino not only arranged for flights that were convenient for team members, he was able to convince Lufthansa Airlines to carry the model boxes at no additional charge. Thank you, Nino and Lufthansa.

A special thanks to Mike Bendjouya and John D'Arcangelo for building and test-flying the helicopters in the raffle.

Looking to the future: We will be up



The 1993 World Champion Curtis Youngblood and fiancée Julie Rader pose for a local television crew.

against an ever-increasing field of competitors.

Should the next World Championships be held in Greece, the organizers will have to consider adding a second flight line. With this year's World Championships record entry of 64 pilots, there could be even more for a European site in 1995. An earlier date would also help out substantially, by offering more daylight hours. →

## See results in "Focus on Competition"



Above: Judges (L-R): H. Wustenberg, Austria; C. Lindberg, Sweden; L. della Toffola, Italy; T. Unger, US; K. Sugaki, Japan.  
Right: F3C Jury (L-R): Jurgen Schmitter of Switzerland; Horace Hagen of the US; and Dr. George Breiner of Austria.

