

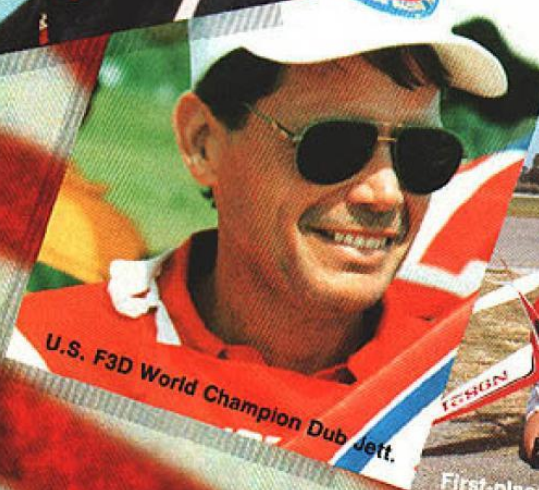
# RC World Championships

U.S. F3A World Champion Chip Hyde.



Second-place U.S. F3A team.

U.S. F3D World Champion Dub Jett.



First-place U.S. F3D team and defending World Champion.

Two of three U.S. teams at the '91 FAI RC World Champs became World Champion teams, and two individuals became World Champions: Chip Hyde in F3A Pattern, and Dub Jett in F3D Pylon Racing.

- Pattern and Pylon —Chuck Shade
- Helicopter —Tom Unger



First-place U.S. F3C team.



# GENERAL INFORMATION RC WORLD CHAMPS

SPRINGTIME in October, outstanding success on the flying field, and warmhearted Aussie hospitality are just some of the memories the U.S. teams and supporters carried home from the 1991 RC World Championships, held October 20-27 at Drage Airworld in Wangaratta, Australia.

Good weather, a fine site, and efficient organization on the part of Contest Director Brian Green and Event Director Henry Hutchinson combined to produce a first-rate contest.

Qantas Airlines agreed to ship our model boxes at no cost on the 16-hour flight from Los Angeles to Melbourne and provided VIP treatment at the airline ticket counter.

Along with the Korean contingent, we stayed at Wangaratta's Advance Motel. Owners Alan and Vivienne Jones proved to be wonderful hosts and terrific fun.

Mayor Kevin Gleeson officiated at a Saturday night welcome party at the town hall.

Sunday was official contest opening day. After the flag raising, we enjoyed colorful flybys by selected full-scale aircraft from the small but excellent Drage Airworld museum.



Wangaratta, a very pleasant community in southeastern Australia, is reminiscent of small towns in the midwestern United States.

SKILL and practice paid off for the U.S. F3C team. In a field of 37 pilots from 16 countries, Wayne Mann, Curtis Youngblood, and Robert Gorham took second, third, and sixth places, respectively, and accumulated the necessary point margin to capture the first-ever U.S. F3C Team Championship.

Besides Mann, Youngblood, and Gorham, the U.S. entourage consisted of myself as



Left: Three contest flags flutter in the breeze. Right: Model Aeronautical Association of Australia president David Axon (at microphone) opens the championships at Sunday's ceremony. With him (L to R) are Helene and Eddie Lo, Bev and Henry Hutchinson, and Mayor Kevin Gleeson.



Left: National flags of participant countries at Wangaratta's Drage Airworld. Right: Center area at Drage Airworld.



# HELICOPTER

## RC WORLD CHAMPS

Team Manager and supporters Kim Pollard, Pat Unger, and Dave Youngblood.

The contest organizers had provided three F3C practice fields within an hour's drive of Wangaratta, but to prevent frequency mix-ups and maximize practice time we thought it important to have our own field. I arranged for exclusive use of the Wagga Wagga Model Aero Club field from Thursday through Sunday.

During the many hours of intense practice at Wagga Wagga, Helicopter mechanics were in and out of bodies; engines, gyros, and servos were changed; scores of transmitter program changes were made—and most of the pilots' 24-gallon fuel supply was burned. The sessions were key to our team's superior performance and well worth the considerable driving involved.

They also effectively deflated my self-image as a dedicated Helicopter modeler. Compared with those three guys, I'm just a casual hobbyist. Equally as impressive as their individual proficiency was how they worked together as a team, critiquing each other's flights and offering advice and encouragement.

Practice continued on Sunday and Monday with time out for the opening ceremonies, pilot registration, and model processing. Tuesday was official practice



In his third World Championships appearance, U.S. team member Curtis Youngblood flew his own-design HPC body with X-Cell mechanics to third place in F3C.

day at the contest site. This was our first opportunity to see many of the contestants fly and to look over their machines. By the end of practice it appeared as if the U.S.A. and Japan had the best equipment and pilots.

**Round one.** The weather for the first round was beautiful. Temperatures remained in the high sixties, and the wind and humidity were low.

Curtis Youngblood was 12th in the flying order and the first American to fly. His hovering maneuvers scored an average of 7.5 points, primarily because of problems finding the cones on the hovering M and figure eight. Curtis's aerobatics were better, and he finished with a beautiful autorotation



Robert Gorham placed sixth in F3C with TSK mechanics in a Kwok-designed body.



Left: Fifth-place F3C finisher Seiji Suwabe of Japan used Hirobo Eagle mechanics in modified Nova bodies. Right: The machines that captured the F3C World Championship for Japan's Kazuyuki Sensui: Kalt Omega mechanics in Aggressor bodies.



Left: British F3C competitor Len Mount flew this Revenga with body and mechanics of his own design. Right: Lineup of Helicopters flown by the Japanese team. These machines were without exception flawlessly crafted and finished.





F3C TEAM RESULTS					
Rank	Country	Score	Rank	Country	Score
1	U.S.A.	1978.0	9	Austria	1092.5
2	Japan	1969.0	10	Korea	1065.5
3	Switzerland	1789.0	11	Netherlands	1014.5
4	Germany	1708.0	12	Belgium	957.5
5	France	1661.5	13	Israel	499.5
6	Great Britain	1502.0	14	Norway	493.0
7	Australia	1473.0	15	Finland	437.5
8	New Zealand	1340.0	16	China	287.0

F3C INDIVIDUAL RESULTS								
Pl.	Name	Country	Rnd	Rnd	Rnd	Rnd	Total	Flyoff
			1	2	3	4		
1	Sensui, K.	Japan	225.0	238.5	226.5	217.5	690.0	
2	Mann, W.	U.S.A.	224.5	224.5	209.5	226.0	675.0	
3	Youngblood, C.	U.S.A.	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	
6	Gorham, R.	U.S.A.	213.0	199.5	204.5	218.0	635.5	
7	Graber, D.	Switzerland	207.5	221.5	205.5	201.5	634.5	
8	Brennstainer, J.	Austria	204.5	214.0	181.0	199.5	618.0	
9	Ikeda, T.	Japan	202.0	122.0	202.0	211.5	615.5	
10	Parizot, R.	France	196.5	201.0	197.5	172.5	595.0	

that drew 8.5s and 9s. His total flight score was 212.5.

Robert Gorham flew late in the afternoon as pilot number 34. His hovering was slightly better than Curtis's, with scores averaging 7.7. Robert's aerobatics began with a good 540° stall turn and loop, but he dropped altitude severely in the roll at a probable cost of five or six points. An unbroken string of 8s and 8.5s for the remainder of the flight brought his final score to 213.0.

Wayne Mann came soon after as pilot number 36. Except for the pirouettes on his top hat, Wayne's hovering was very good. His aerobatics were equally skillful, but his autorotation received only 7.5s and an 8. Wayne's consistently excellent performance was reflected in a 224.5 score that gave him a close second place just 0.5 behind Sensui of Japan.

With all three pilots making the top five Individual standings, the U.S. team finished the round in first place. Only 12.5 points separated Sensui's first-place finish for the Japanese from Youngblood's fifth-place finish for the Americans. Second through fourth places were held by Mann, Suwabe, and Gorham in that order.

**Round two.** The good weather continued, with low winds paving the way for high scores.

Curtis Youngblood was the third flier of the day. Although he improved his score on the hovering maneuvers by only 1.5 points, he managed to pick up six points on his aerobatics for a total of 220.0.

Pirouette problems on the top hat shaved 3.5 points off Robert Gorham's total hovering score. Despite an improvement in his roll, Robert lost 10 points from his

aerobatics total because of a poor rolling stall turn and what he described as brain fade on the autorotation. This left him with a throwaway score of 199.5.

Wayne continued to fly consistently well, ending with a near-perfect autorotation that deserved more than the 9s it received. He finished with the same score as in round one—224.5 points.

Sensui and Dobashi took advantage of the calm weather to put in good flights, for which they received generous scores of 238.5 and 237.0 respectively.

At round's end, Sensui was in first place, Dobashi in second, Mann in third, Suwabe in fourth, Graber (Switzerland) in fifth, Youngblood in sixth, Brennstainer (Austria) in seventh, and Gorham in eighth. The U.S. slipped to second place in the Team standings as Japan moved into first.

**Round three.** The weather was cool and dry. By afternoon the wind had increased to 10 mph, with gusts as high as 15 mph.

Gorham and Mann flew between 10 a.m. and noon; Curtis's turn came around 4 p.m.

The wind began to blow during Mann's figure eight and kept up throughout his flight. This caused pirouette problems with his top hat and vertical line problems in the 540° stall turn and rolling stall turn. Another beautiful autorotation, however, kept his score from falling below the 209.5 he received.

Gorham, plagued by similar conditions, received low scores on the top hat and 540° stall turn. He recouped some points with a nice roll and autorotation for an aggregate score of 204.5.

Flying during the windiest part of the day, Youngblood responded with good scores on all maneuvers that added up to 222.0 points, the second highest score of the round.

For the third day in a row, Sensui turned in the highest score of the round at 226.5. Youngblood and Graber swapped fifth and sixth places in the Individual standings, but otherwise the placings remained unchanged. Japan continued to lead the Team standings.

**Round four.** The wind picked up where it had left off at the end of round three, with gusts reaching 18 to 20 mph by afternoon. The flying order benefited the team. Gorham and Mann flew a little past 9 a.m.;



(L to R): Curtis Youngblood (third place), 1991 F3C World Champ Kazuyuki Sensui of Japan, and Wayne Mann (second place).



Collecting the Team trophies at the F3C award ceremony are (left to right): Switzerland, third place; U.S., first place; and Japan, second place.





U.S. pilot Wayne Mann flew this X-Cell-equipped Triumph to second place in F3C.

Youngblood, who seems to do better as wind and pressure increase, was scheduled to fly shortly after lunch.

Sensui had a lock on first place, but second through fifth places were up for grabs. Japan narrowly led the Team scoring by 4.5 points.

Gorham, the seventh to fly, came on strong in the last round just as he had in the team trials, emerging with a 218.0.

Mann was ninth to fly. He took advantage of his early start and consistent flying to add a 226.0 to his pair of 224.5 scores from the first two rounds.

Dobashi, in a shaky second place only 1.5 points ahead of Mann as the round began, was scheduled to fly about an hour after Wayne. Luckily for us, the wind had increased. Dobashi, who as defending World



1991 F3C World Champion Kazuyuki Sensui of Japan (left) with caller Yoshiaki Nagatsuka.

Champion was scored independently of the Japanese team, turned a modest 217.0, putting Wayne in second place by 7.5 points. We were elated.

Ikeda, the lowest placing Japanese team member, flew next, scoring a 211.5 to finish ninth overall.

By the time Youngblood had his turn as the third flier after Ikeda, the wind was howling. Using his high rotor speed and  $-6^{\circ}$  to  $+10^{\circ}$  pitch range to advantage, Curtis managed some excellent hovering considering the gale force. He followed with outstanding aerobatics that won cheers from

the crowd and 9s from the judges. Curtis ended the round with a final score of 225.5 that tied him with Dobashi for third place.

Suwabe, who had started the day in fourth place, seven points behind Wayne and two points ahead of Youngblood, was the third flier after Curtis. A 224.0 score would have put him in third place, ahead of Youngblood and Dobashi. Fortunately for the U.S., he failed to match Curtis's performance and dropped into fourth place with a 213.5, his lowest score of the contest.

Since no one else had a chance to catch

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## PYLON RC WORLD CHAMPS

THE U.S. has a new F3D World Champion and a new World Champion team. Dub Jett and John Shannon emerged from an exciting final five rounds of racing at the

1991 F3D World Championships with a world record time of 1:06.6, first place in the Individual standings, and a points total that won the Championship for the team. If

all Pylon Racing offered the excitement, suspense, drama, and pageantry we enjoyed at the FAI contest, this branch of the hobby would draw huge crowds and even more contestants than it has thus far.

Besides Jett and Shannon, the U.S. contingent consisted of Henry Bartle, Lyle



Left: U.S. F3D pilot/caller duo Henry Bartle and Tom Miller. Right: U.S. fliers stand at attention for the national anthem at the awards ceremony.