

2001 F3C Helicopter World Championships

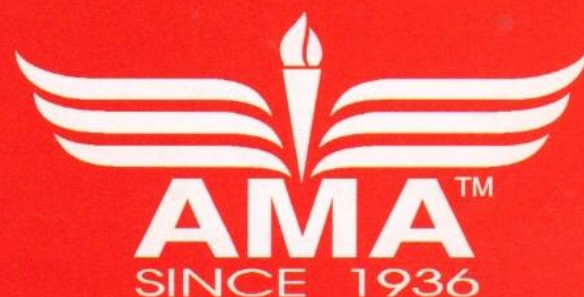
Muncie, Indiana USA
September 7—16, 2001



FAI - F3C Helicopter World Championships



AMA International Aeromodeling Center • Muncie, Indiana • USA

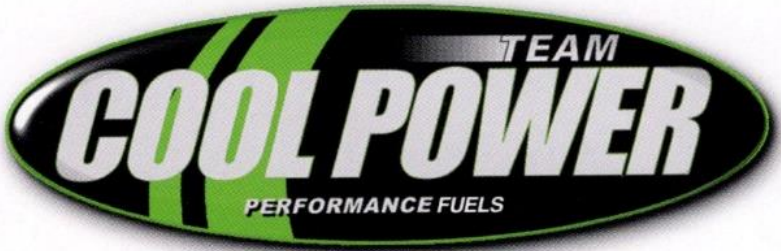




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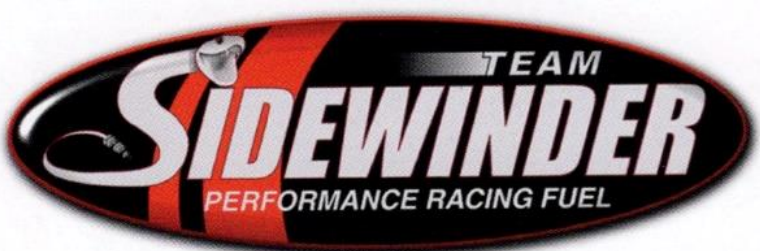
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Schedule of Events

Countries Entered:

Argentina, Australia, Austria, Belgium, Brazil, Canada, Cyprus, Finland, France, Germany, Hong Kong, Indonesia, Israel, Italy, Japan, Korea, Netherlands, New Zealand, Norway, Poland, Singapore, Switzerland, Sweden, Ukraine, United Kingdom, United States, and Venezuela.

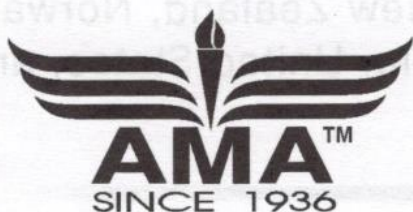
Schedule:

Note: All flying events are open to the public.

**Additional events may only be open to contestants, officials, and supporters.
September 6-16, 2001**

- | | | |
|------------------|-------------|--|
| Thursday | 9/06 | Arrival Day , open practice at International Aeromodeling Center and off site. |
| Friday | 9/07 | 0800-1800 Pilot/Team Check-in (AMA Administration HQ, Boardroom)
Open practice at International Aeromodeling Center and off site.
1930 Pilot/Team Manager meeting (AMA Administration HQ, Boardroom) |
| Saturday | 9/08 | 0800-1500 Helicopter/radio processing (AMA Administration HQ, Boardroom, schedule for processing will be distributed at the Pilot/Team Managers meeting)
0700-1500 Official Practice (schedule for official practice will be distributed at the Pilot/Team Managers meeting)
1700-1815 Opening Ceremonies (Flight Line Two, World Championships site.)
1830-?? Welcoming Barbecue (World Championships site specific location will be given at check-in). |
| Sunday | 9/09 | First day of Competition (Schedule A) |
| Monday | 9/10 | Second day of Competition (Schedule A) |
| Tuesday | 9/11 | Third day of Competition (Schedule A) |
| Wednesday | 9/12 | Fourth day of Competition (Schedule A) Finalists decided |
| Thursday | 9/13 | Rain Date/Tour Day: Informal tours to Indy Motor Speedway, Wright-Patterson Air Force Museum, and the AMA National Model Aviation Museum will be available. Teams are encouraged to tour other areas as well. Transportation is not provided. |
| Friday | 9/14 | Fifth day of Competition (Schedule B) 2 (two) rounds |
| Saturday | 9/15 | Sixth day of Competition (Schedule B) 1 (one) round in A.M.
FAI Awards and Closing Ceremonies at the conclusion of the World Championships on the World Championships site.
1800-?? Banquet (Cardinal Hills Golf Course) |
| Sunday | 9/16 | Departure of teams
Freestyle Airshow, day one International Radio Control Helicopter Association (IRCHA) World Helicopter Jamboree. |

Welcome to the



ACADEMY OF MODEL AERONAUTICS

5161 East Memorial Drive Muncie, Indiana 47302-9252
(765) 287-1256 • FAX (765) 289-4248 • <http://www.modelaircraft.org>

September 7, 2001

Dear Contestants and Visitors:

We want to offer a warm American welcome to our aeromodeling friends from around the world. We hope that you will enjoy our wonderful facility in Muncie, Indiana and appreciate the goals of the Academy of Model Aeronautics that have allowed us to achieve such success at this international aeromodeling site.

Being a part of the F3C World Championships is one of the greatest privileges that our position with the Academy of Model Aeronautics allows us to share.

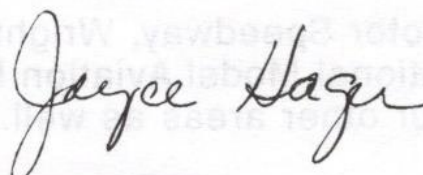
Representing more than 165,000 members of the Academy of Model Aeronautics, we offer our open arms to the world's competing teams, the supporters of these teams, the sponsors, and the enthusiastic spectators who have come to admire the finest in Radio Control Helicopter flying.

The occasion of the World Championships reminds us that the magic of aeromodeling and the solving of its fascinating problems is a catalyst that has the power to melt away national borders and differences in language. Aeromodeling has a universal language of challenge, frustration, and triumph. It provides the most fascinating of activities for the adult; even more important, it provides education and a goal for the world's youth.

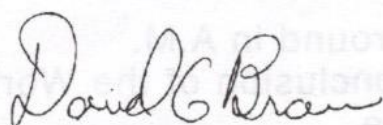
May the glue of aeromodeling cement the friendships enjoyed at the 2001 World Radio Control Helicopter Championships. May the sportsmanship shown in this keen competition be an example to the rest of the world.

In an effort as fine as this there can be no losers, only winners!

Welcome and Good Luck to all!



Joyce Hager
AMA Executive Director



Dave Brown
President

F3A World Championships!

2001 F3C Helicopter World Championships Muncie, Indiana USA



Dear Competitor,

I want to welcome you to AMA's International Aeromodeling Center in Muncie, Indiana for the ninth RC Helicopter World Championships.

Most of you remember the 1999 World Championships in Poland where the judges were required to put in four 14-hour days for the preliminary rounds. The F3C subcommittee discussed this dilemma and recommended the use of two flight lines at future World Championships.

This event marks the first use of two flight lines and will require more cooperation from each pilot. I know we can count on each of you for this cooperation. We will miss the ability to observe every pilot's performance during the preliminary rounds but it is more important to maintain the FAI Judges' sanity.

The organizers have gone to great lengths to make the competition as fair as possible for all participants.

I wish you all great success and hope that you leave our country with fond memories and newly established friendships.

Horace G. Hagen
President - FAI Jury

Supporting Organizations

Academy of Model Aeronautics

- **AMA** is the Academy of Model Aeronautics.
- **AMA** is the world's largest sport aviation organization, representing a membership of more than 165,000 from every walk of life, income level and age group.
- **AMA** is a self-supporting, non-profit organization whose purpose is to promote development of model aviation as a recognized sport and worthwhile recreation activity.
- **AMA** is an organization open to anyone interested in model aviation.
- **AMA** is the official national body for model aviation in the United States. AMA sanctions more than a thousand model competitions throughout the country each year, and certifies official model flying records on a national and international level.
- **AMA** is the organizer of the annual National Aeromodeling Championships, the world's largest model airplane competition.
- **AMA** is the chartering organization for more than 2,500 model airplane clubs across the country. AMA offers its chartered clubs official contest sanction, insurance, and assistance in getting and keeping flying sites.
- **AMA** is the voice of its membership, providing liaison with the Federal Aviation Administration, the Federal Communications Commission, and other government agencies through our national headquarters in Muncie, Indiana. AMA also works with local governments, zoning boards, and parks departments to promote the interests of local chartered clubs.
- **AMA** is an associate member of the National Aeronautic Association. Through NAA, AMA is recognized by the Fédération Aéronautique Internationale (FAI), the world governing body of all aviation activity, as the only organization which may direct U.S. participation in international aeromodeling activities.

For more detailed information, contact the Academy of Model Aeronautics, Marketing Department, 5161 E. Memorial Drive, Muncie, Indiana, 47302 or telephone (765) 287-1256.

About the FAI...

The Fédération Aéronautique Internationale (FAI), the world's air sports federation, was founded in 1905. It is a non-governmental and non-profit making international organization with the basic aim of furthering aeronautical and astronautical activities worldwide. Ever growing, FAI is now an organization of some 90 member countries.

What does the FAI do ?

FAI activities include the establishment of rules for the control and certification of world aeronautical and astronautical records. FAI establishes regulations for air sporting events which are organized by member countries throughout the world. FAI also promotes skill, proficiency and safety in aeronautics. FAI confers medals, diplomas and other awards to those who have contributed to the achievement of these aims as well as for work done in the restoration of old aircraft.

In achieving these goals, FAI brings together people who take part in air sports from all over the world. They share the delight of gliding, the excitement of parachuting and ballooning, the fun of flying microlights and exercise their skill in aerobatics.

Within the framework of FAI, each air sport has an International Commission which is responsible for making the rules for competitions and which generally oversees the activities of their particular air sport.

All FAI Contests, Championships and Record Setting activities are conducted under the direction of the FAI Air Sport Commissions. Other matters are dealt with by FAI Technical Commissions. These are listed later.

Regulations, rules or recommendations which have been accepted by the Commissions during their annual meetings are followed up by the delegates themselves at the national level and with Member-countries which need help developing their air sports.

For more information, see the FAI Web page at: www.fai.org

Synopsis of FAI Class F3C Operation

by Horace Hagen, Chairman of the CIAM F3C Subcommittee (January 2001)
Reprinted with permission of the FAI, <http://www.fai.org/aeromodelling/>.

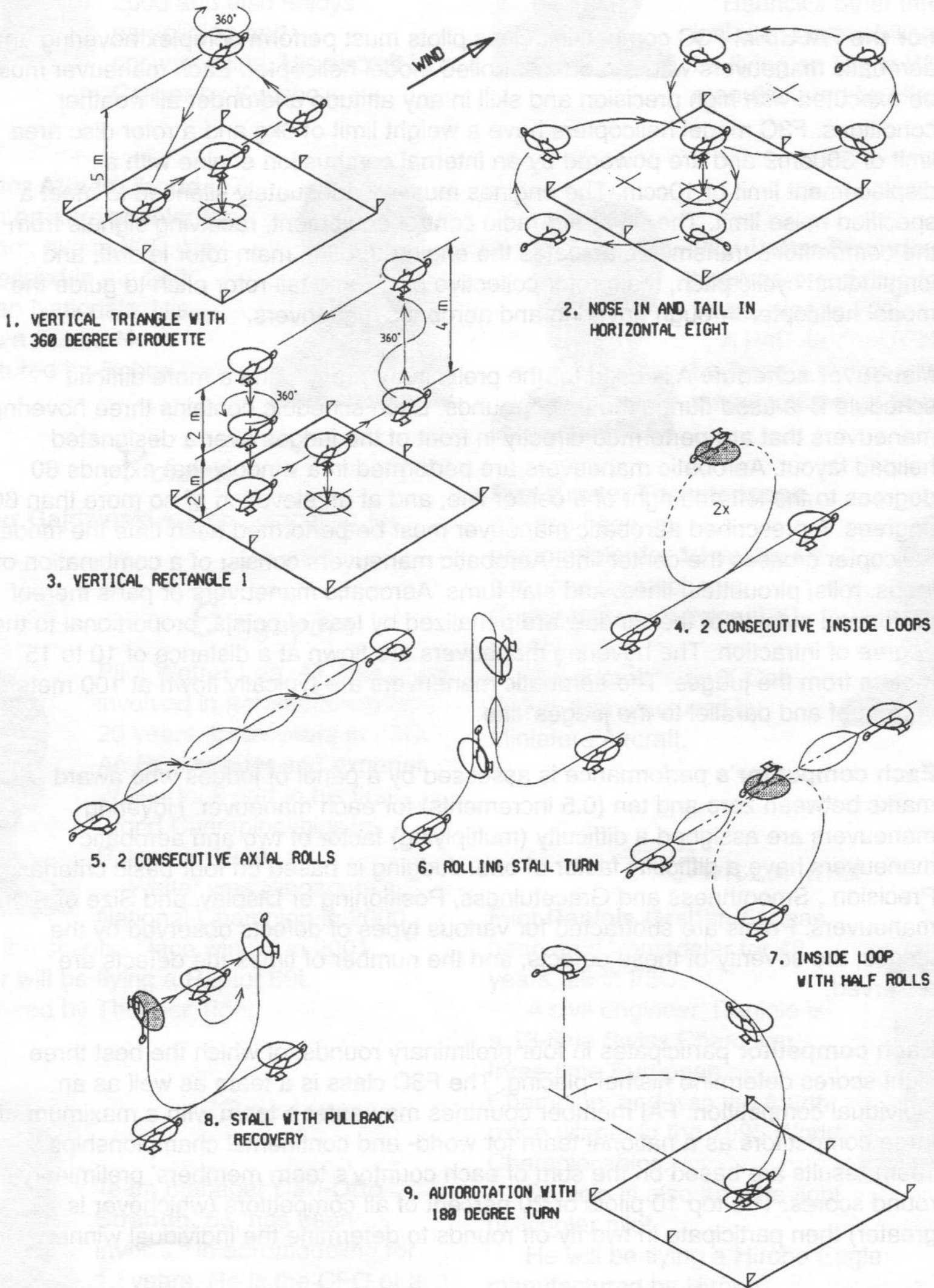
For the FAI/CIAM F3C competition class pilots must perform complex hovering and aerobatic maneuvers with a radio controlled model helicopter. Each maneuver must be executed with high precision and skill in any attitude and under all weather conditions. F3C model helicopters have a weight limit of 6kg and a rotor disc area limit of 300dm² and are powered by an internal combustion engine with a displacement limit of 10ccm. The engines must be adequately silenced to meet a specified noise limit. The on-board radio control equipment, receiving signals from the competitor's transmitter, actuates the engine throttle, main rotor lateral, and longitudinal cyclic pitch, main rotor collective pitch, and tail rotor pitch to guide the model helicopter through hovering and aerobatic maneuvers.

Maneuver schedule A is used for the preliminary rounds and a more difficult schedule B is used during the fly off rounds. Each schedule contains three hovering maneuvers that are performed directly in front of the judges over a designated helipad layout. Aerobatic maneuvers are performed in a window that extends 60 degrees to the left and right of a center line, and at an elevation of no more than 60 degrees. A prescribed aerobatic maneuver must be performed each time the model helicopter crosses the center line. Aerobatic maneuvers consist of a combination of loops, rolls, pirouettes, lines, and stall turns. Aerobatic maneuvers or parts thereof performed outside of the window are penalized by loss of points, proportional to the degree of infraction. The hovering maneuvers are flown at a distance of 10 to 15 meters from the judges. The aerobatic maneuvers are typically flown at 100 meters in front of and parallel to the judges' line.

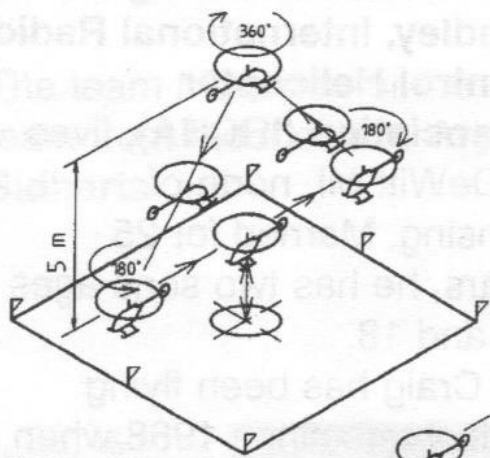
Each competitor's performance is assessed by a panel of judges who award marks between zero and ten (0.5 increments) for each maneuver. Hovering maneuvers are assigned a difficulty (multiplying) factor of two and aerobatic maneuvers have a difficulty factor of one. Judging is based on four basic criteria: Precision, Smoothness and Gracefulness, Positioning or Display, and Size of maneuvers. Points are subtracted for various types of defects observed by the judges, the severity of these defects, and the number of times the defects are observed.

Each competitor participates in four preliminary rounds, of which the best three flight scores determine his/her placing. The F3C class is a team as well as an individual competition. FAI member countries may enter a team with a maximum of three competitors as a national team for world- and continental championships. Team results are based on the sum of each country's team members' preliminary round scores. The top 10 pilots or 20 percent of all competitors (whichever is greater) then participate in two fly-off rounds to determine the individual winner.

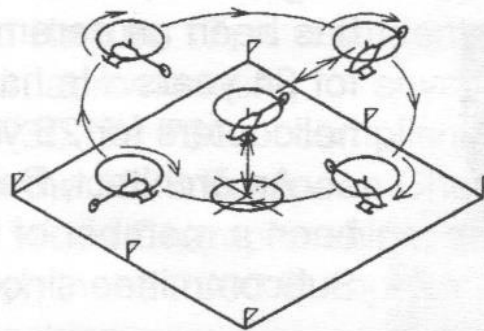
F3C MANOEUVRE SCHEDULE A



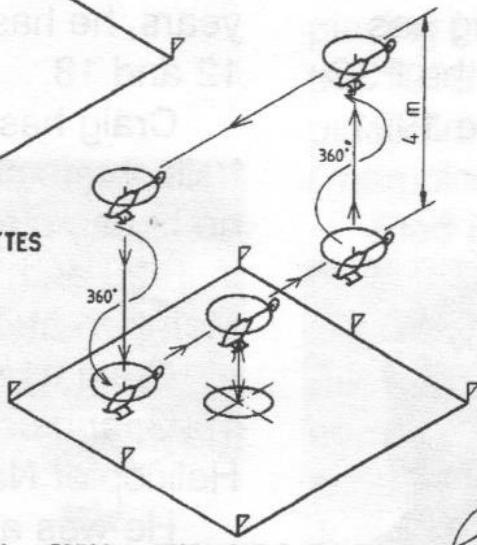
F3C MANOEUVRE SCHEDULE B



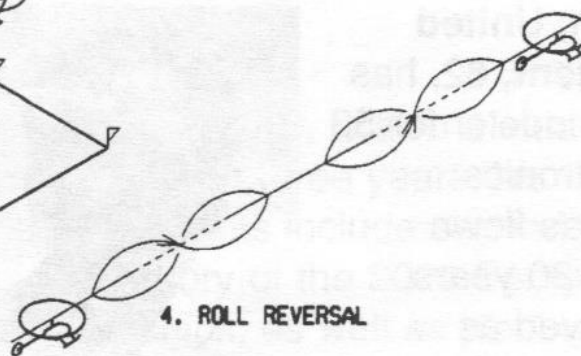
1. VERTICAL TRIANGLE WITH 180 & 360 DEGREE PIROQUETTES



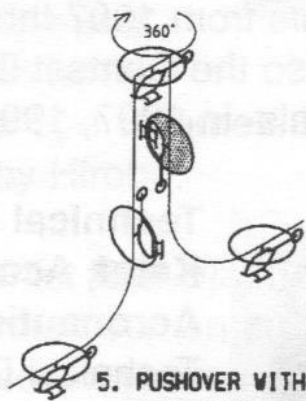
2. CIRCLE WITH THREE 360 DEGREE PIROQUETTES



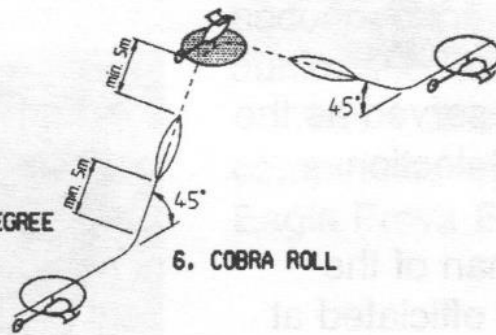
3. VERTICAL RECTANGLE 2



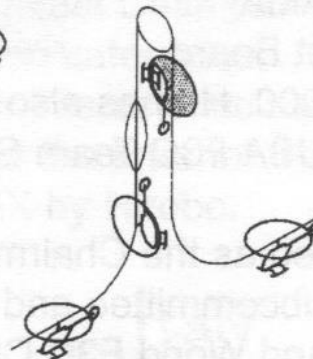
4. ROLL REVERSAL



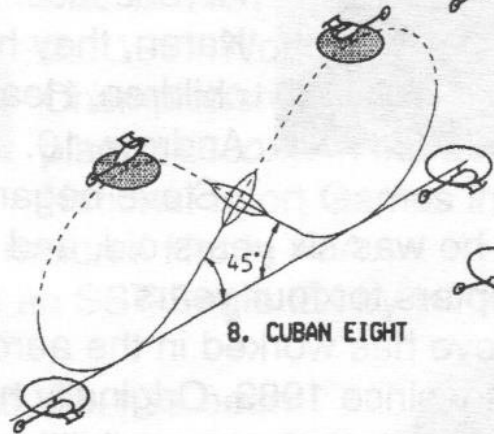
5. PUSHOVER WITH 360 DEGREE PIROQUETTE



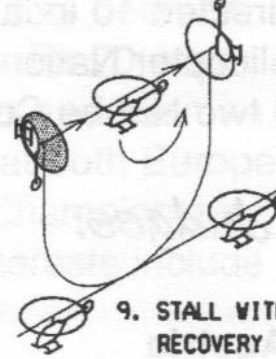
6. COBRA ROLL



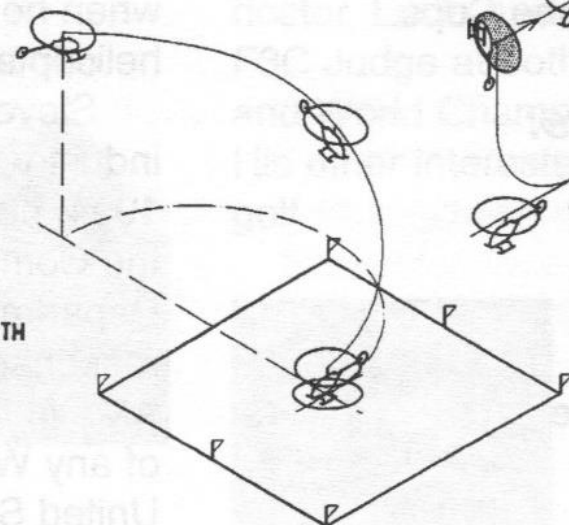
7. 540 DEGREE STALL TURN WITH HALF ROLL



8. CUBAN EIGHT



9. STALL WITH PULLBACK RECOVERY



10. AUTOROTATION WITH 180 DEGREE TURN

F3C World Championships Officials

FAI Jury

Georg Breiner, Austria.



Dag Eckof, Norway, 50 has been an aeromodeler for 34 years. He has flown helicopters for 25 years.

An architect, Dag has been a member of the F3C Subcommittee since 1991.

Horace Hagen, United States, President, 62, has been an aeromodeler for 53 years. An electronics engineer, he has flown helicopters for 30 years.



Horace served as Chairman of the AMA Helicopter Contest Board from 1985 until 2000. He has also served as the Chairman of the USA F3C Team Selection Committee.

He has presided as the Chairman of the FIA/CIAM F3C Subcommittee and officiated at every European and World F3C Championships to-date.

Horace has also directed 10 local helicopter contests, two AMA Helicopter Nationals, two USA Team Trials, and two Hirobo Cups.

FAI Judges:

Manfred Dittmayer, Austria

Phil Noel, Canada

Juha Pekka Nurro, Finland

Jean Claude Lavigne, France

Tobias Schulz, Germany

Kiyokazu Sugaki, Japan

Frits van Laar, Netherlands

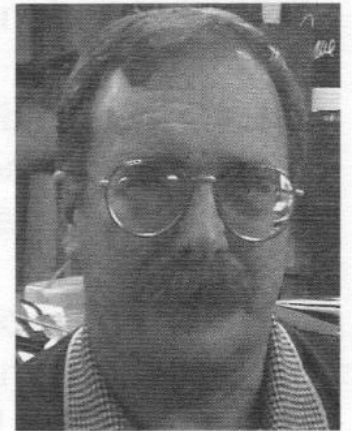
Juerg Schmitter, Switzerland

Jeremy Fox, United Kingdom

Al Schneider, United States

Event Management

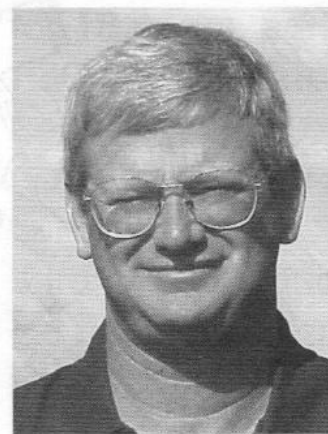
Event Director: Craig Bradley, International Radio Control Helicopter Association (IRCHA), lives in DeWitt MI, north of Lansing. Married for 25 years, he has two sons ages 12 and 18.



Craig has been flying helicopters since 1988 when he became an AMA member. He joined IRCHA in 1990 and has been an IRCHA Member-at-Large since 1998.

Craig has been an FAI F3C Judge since 1993, and served as the Event Director for the Helicopter Nats from 1997 through this year.

He was also the Contest Director of Team Selection Finals in 1997, 1999, and 2001.



Technical Director: Steve Kaluf, Academy of Model Aeronautics, 42, is the Technical Director for the Academy of Model Aeronautics. Married to wife Karen, they have two children, Heather, 16 and Andrew, 10.

Steve began aeromodeling when he was six years old, and has been flying helicopters for four years.

Steve has worked in the aeromodeling industry since 1983. Originally hired by AMA in 1994, his current responsibilities at AMA include the Competitions Department and Grounds Department. The Competitions Department is responsible for all competitions sanctioned by AMA in the United States and the administration of any World Championships hosted by the United States. The Grounds Department is responsible for all maintenance and upkeep of the 1,000-acre AMA International Aeromodeling Center.

Steve is the Co-Contest Director of the AMA National Aeromodeling Championships.

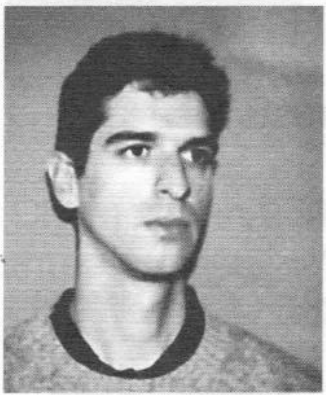
Current World Champion



World Champion Manabu Hashimoto of Japan, age 29, is an employee of manufacturer Hirobo. He has been the reigning World Champion since the 1997 World Championships and took second place in the 2000 National Championships in Japan.

His aircraft is an Eagle Freya EX manufactured by Hirobo.

Argentina

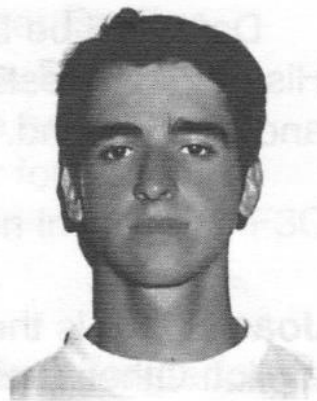


Pilot and team manager **Carlos Martin Esterlizi** is 25. Married, he is an electronic engineer. He began aeromodeling in 1995, taking up F3C in 1997. His F3C records include second and third place finishes in the Argentine National

Championships in 1998-2001, fourth place and second place finishes in the 1998 and 2000 South American Championships, and placement in the 1999 World Champs in Poland.

Twenty-one-year-old pilot **Juan Pablo Esterlizi** is an aeronautical engineering student. He began aeromodeling in 1995 and began flying F3C in 1996.

Juan's F3C records include second place in the Argentine National Championships in 1996-1997, first place in 1999-2000, two first place finishes in the South American Championships in 1998 and 2000, as well as placements in the 1999 World Champs in Poland and the 1997 World Champs in Turkey.

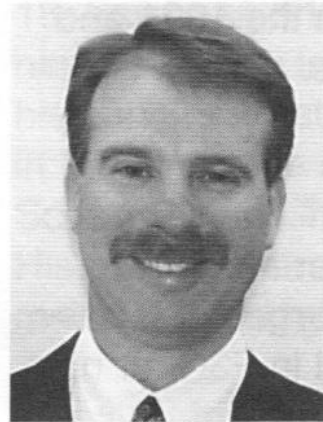


Pilot **Alvaro Nizzo**, 23, is married with a degree in business administration. An aeromodeler since 1992, he began F3C in 1993.

Alvaro's accomplishments include first place finishes in the Argentine National Championships from 1994 through 1998, a second place finish there in 2000, a first place finish in the South American Championships in 1996, and second place in 1998.



Australia



Pilot and team manager **Rick Mailath**, 46, is an electrical contractor. With 10 years of aeromodeling experience, he has been involved in F3C for seven. Rick will be flying a Caliber 60 manufactured by Kyosho, featuring a quick-release canopy mount.

Rick was a competitor in the 1999 World Championships in Poland, and has placed first or second in the 1999 and 2000 Victorian State Competition and Queensland State Competition.

Rick has also performed in various national folkloric dancing performances.

Pilot **Mike Farnan**, 39, is an importer and has been an aeromodeler for 35 years. Flying F3C for 10 years, he was the Australian F3C champion in 1998, 1999, and 2000.

A competitor in the World Championships since 1993, he is also the winner of 10 State Championships since 1996. He is also the holder of the FAI long-distance helicopter world record of 134 km, as well as holder of a Guinness World Record for RC helicopter flight over water—300 km. Mike will be flying a Vigor by JR.



Pilot **Robert Miller**, 43, is a software engineer who has been involved in



aeromodeling for three years, two in F3C. He took second place in the 2001 Australian Nationals. Robert will be flying a Vigor by JR.



Freddy Proos is accompanying the team as the helper/mechanic. An aeromodeler for 30 years, the 49-year-old has been involved in F3C for 12 years. An X-Cell distributor for Miniature Aircraft, Freddy participated in the 1991 and 1993 F3C World Championships.

Austria



Team manager and pilot **Wolfgang Worgas**, 34, has been involved in F3C for nine years. A chef by profession, his accomplishments include the Austrian Nationals in 1999 and 2000, participation in the World Championships in Poland and the European Championships in Holland.

His aircraft is an X-Cell Pro 2k manufactured by Miniature Aircraft.

Pilot **Andreas Kals**, 20, has been flying model aircraft for eight years and F3C for four. A retailer, Andreas competed in the European Championships. His aircraft is a Futura Nova manufactured by Robbe.



Pilot **Michael Ebner**, 33, has been an aeromodeler for 19 years, competing in F3C for three years. An electrical engineer, Michael also enjoys mountain biking and snowboarding. His aircraft is a Caliber by Kyosho.

Adelbert Haunschmied is accompanying the Austrian team as the helper/mechanic.

Belgium

Team manager **Ger Van Zeyl**, 48, is a technical engineer. He has been involved in F3C for four years and has twice been the F3C team manager. Ger also enjoys fly fishing and mountain biking.

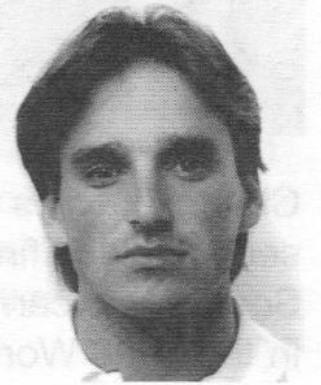


Pilot **Guy Vanderschelden**, 41, has been an aeromodeler for 26 years. Employed as a technician, Guy has flown F3C for 10 years, taking second place at the Belgian Nationals.

Guy will be flying a Viper manufactured by Vario. His interests also include airbrush.

Pilot **David Dutrieux**, 28, has been involved in aeromodeling for seven years. He has flown F3C for six years. He has been the Belgium Champion four times since 1997 and has placed in the European Championships three times.

David will be flying a Caliber 60 by Kyosho. His other interests include computers, karting, and his girlfriend.



Brazil

Joao Freire is the Brazilian team manager and a pilot. Other team members include **Kleiber Mehler** and **Lucifer Brendler**. **Eitel Mehler** is accompanying the team as the assistant team manager.

Canada

Team manager **Dale Bunce**, 47, has been involved in aeromodeling for 15 years. A sales engineer, he was the team manager in 1993 and 1997.

Pilot **Stephen Gray**, 47, has spend 35 years involved in aeromodeling. A hobby shop proprietor, Stephen has flown F3C for 15 years. He has been a participant in the last four World Championships, and is a three-time Canadian Champion.



Stephen will be flying a Vigor manufactured by JR.



Pilot **Scott Gray** has been involved in aeromodeling for 15 years, seven in F3C. Age 21, Scott is an aviation student and commercial pilot. He has placed in the top three in the US Nationals for three consecutive years, was the IRCHA Grand National

Champion in 2001 in F3C, and has attended three previous World Championships.

Scott will be flying a Vigor by JR.

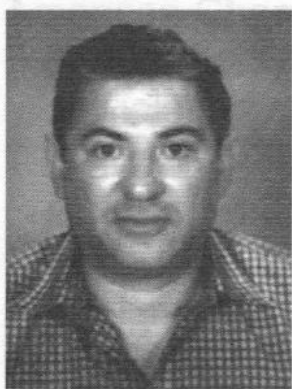
Pilot **Luke Leon** will also be competing for the Canadian team. Laurie Gray is accompanying the team as a helper/mechanic.

Cyprus



Team manager **Emilios Kassianides**, 53, is an engineer. He has been an aeromodeler for 41 years, and has been involved in F3C for 15 years.

Assistant team manager **Sophia Georgiadou** is a housewife who has been involved in aeromodeling for eight years.



Pilot **Chris Georgiades**, 44, has been an aeromodeler for 30 years. A sales manager, Chris has been in F3C for 15 years. He was the 1991-2001 National Champion.

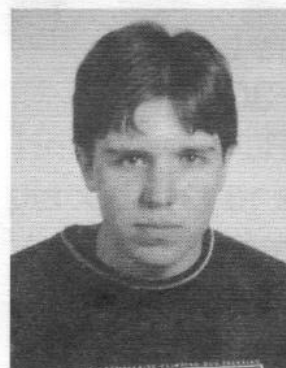
Chris will be piloting a Futura SE by Robbe.

Finland



Finland's team manager is **Jari Ketoluoto**.

Pilot **Vesa-Pekka Murtovaara**, 18, has been an aeromodeler for nine years, six in F3C. He was his country's National Champion in 2000 and the unofficial Scandinavian Champion in 2001. His aircraft is an Eagle Z EX 98 manufactured by Hirobo.



Pilot **Ari Holmstrom**, 19, has been flying F3C for four years. He will be flying a Superio manufactured by JR.

Pilot **Anssi Aunola** will also be competing for Finland.



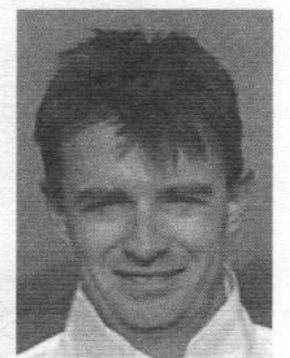
France



Team manager **Daniel Choureaux**, 49, is an aeronautical engineer. He has been involved in aeromodeling for 25 years, 11 in F3C. He was the team manager for the 2000 European Championships.

Daniel is also a biker and professional pilot.

Pilot **Laurent Lombard**, 36, is a music composer. Involved for 17 years in aeromodeling, he has spent five years flying F3C. The



French Champion for the last three years, Laurent placed 12th in the World Championships in Poland and ninth in the European Championships in the Netherlands. He also placed 12th in the Tournament of Champions in Las Vegas.

Laurent will be flying a Caliber by Kyosho.



Pilot **Pascal Brianchon**, 32, has been an aeromodeler for 20 years, 15 in F3C. His accomplishments include five second place finishes at the French National Championships as well as participation in the last World Championships in Poland and last year's European Championships.

Pascal is piloting a Superio by JR.

Pilot **Stephane Brianchon**, 26, has been in aeromodeling for 16 years, 10 in F3C. Stephane's aircraft is a Vigor by JR.

Also accompanying the French team are assistant team manager **Johan Jacques Filatriau** and helper/mechanic **Rene Lombard**.

Germany

Pilot **Ruediger Fiel**, 34, has been in aeromodeling for 24 years, four in F3C. A designer, he was the 1998 European Champion, 1999 German Champion, took fourth place at the World Championships, and was the 2000 German and European Champion.

His aircraft is a Beast by Hirobo.



Pilot **Johann Hounle**, 40, has been an aeromodeler for 10 years. He has been flying F3C for eight years. Johann's aircraft is a Caliber by Kyosho.



Pilot **Oliver Wessel**, 34, has been in aeromodeling for eight years, four in F3C. His aircraft is an X-Cell Pro 2k by Miniature Aircraft.

Hong Kong

Team manager **Jason Chan**, 33, has been involved in aeromodeling for 15 years. An accountant, he has been involved in F3C for four years. His other interests include golf, computers, and RC turbine jets.



Pilot **Sui-Wah Lee**, 42, has been an aeromodeler for 20 years, five in F3C. A merchandiser, his accomplishments include the Hirobo Cup Championship in 2000, as well as second and third place finishes in the same competition in 1998 and 1999.

He is interested in all kinds of model helicopters. He will be piloting an Eagle EX by Hirobo.

Pilot **Wah-Ying Tong**, 32, has been an aeromodeler for 10 years, five in F3C. A fireman, he was the Hirobo Cup Champion in 1998 and 1999, and took second place in the competition in 2000. He will be flying a Hirobo Eagle EX.



Pilot **Wing-Kwan Leung**, 36, has been an aeromodeler for 10 years, five in F3C. An engineer for UPS, he was the second place winner in the Hirobo Cup in 1998 and 1999, and finished third in 2000.

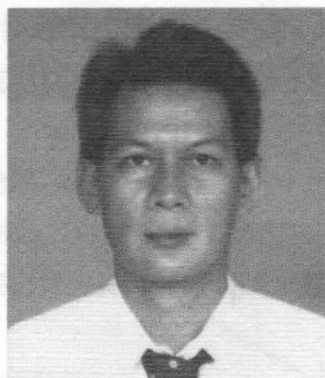
His aircraft is an X-Cell Pro 2k by Miniature Aircraft.

Indonesia



The team manager for the team from Indonesia is **Arya Sidharta**.

Pilot **Frans Sutadji**, 38, is in business. An aeromodeler for eight years, he has been involved in F3C for seven years. Frans was a competitor in the 1997 F3C World Championships and was a first place winner in F3C at the National Sport Games. His aircraft is an SST-Eagle EX by Hirobo.



Pilot **Eka Djalins Satria**, 34, has been an aeromodeler for seven years, six in F3C. He was the National Champion in F3C in 1997, participated in the 1997 World Championships in Turkey, and placed second in the 2000 National Sport Games in F3C.

He is also a top national flier in F3A.

He is piloting an SST-Eagle EX by Hirobo.

Pilot **Ferri Iriandi**, 32, has been an aeromodeler for 22 years, flying F3C for the last three years. He also participates in F3A. His aircraft is an SST-Eagle Freya by Hirobo.



Israel

Team manager and pilot **Efraim Kastiel**, 28, has been an aeromodeler for 17 years, 14 years in F3C. A manager in a furniture production company, Efraim has been the Israeli National

Champion since 1988 and placed 13th in the 1999 World Championships.

His aircraft is an SST-Eagle by Hirobo.

Assistant team manager **Yossi Shweka**, 41, has been an aeromodeler for 13 years, and involved in F3C for four years.

Pilot **Elad Hayun**, 17, is a student. He has been involved in aeromodeling for seven years, three years in F3C. His F3C accomplishments include placing in the 1998 European Championships, the 1999 World Championships, and a 10th place finish in the 2000 European Championships.

Elad is piloting an XL-PRO-3 manufactured by XL.

Pilot **Aviv Levy**, 13, is also a student. An aeromodeler for three years, his accomplishments include second place in the Junior category of the 2000 European Championships, as well as placing first and second in the Israel Championships in both the Junior and Open categories.

Aviv's other interests include swimming, computers, and the Internet. He is piloting an Eagle Freya EX by Hirobo.

Italy

Team manager **Lucio Della Toffola**, 65, has been an aeromodeler for 20 years. A doctor, Lucio has been an F3C Judge at both European and World Championships. His other interests include golf.



Pilot **Stefano Lucchi**, 45, is a dealer by trade. He has been involved in aeromodeling and F3C for 22 years. His accomplishments include being the 13-time Italian National Champion, a second place finish in the 1987

European Championships, and a sixth place finish at the World Championships in

Switzerland.

Stefano also enjoys tennis and wind surfing. His aircraft is a Freya EX by Hirobo.



Pilot **Fabio Livi**, 31, has been involved in aeromodeling for 25 years, 11 in F3C. He is a dealer for a helicopter modeling firm and was the 1999 Italian F3C Champion. Fabio has also placed in numerous European and World Championships.

Fabio's aircraft is an X-Cell Pro 2k manufactured by Miniature Aircraft.

Pilot **Marco Marelli**, 27, has been aeromodeling for 15 years, 14 years in F3C. A computer and peripheral technician, Marco placed second in the 1990-1992 Italian National Championships, and ninth in the 1992 European Championships.



Marco's other interests include the Internet, amateur radios, motors, and indoor karting. He is piloting an Eagle EX 99 manufactured by Hirobo.

Silvana Orsemico is accompanying the team as a helper/mechanic.

Japan



Team manager **Shin Abe**, 72, has been an aeromodeler for 40 years. He has been the Japanese team manager in the last eight F3C World Championships.

Pilot **Kazuyuki Sensui**, 30, has been an aeromodeler for 18 years, participating for 16 years in F3C. An RC engineer, Kazuyuki placed



second in the 1989 World Championships, first in 1991, second in 1993, fourth in 1995, and third in 1997 and 1999. He was also the winner of the Japan Nationals nine times between 1987 and 2000.

His aircraft is a Superio manufactured by JR.



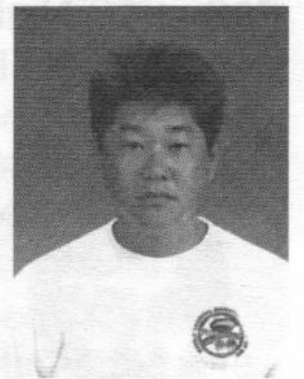
Pilot **Minoru Kobayashi**, 27, has been an aeromodeler for 15 years. He has participated in F3C for 14 years.

Minoru placed fourth in the 1997 World Championships and sixth in the 1999 World

Championships. He has also placed third in the 1991 Japan Nationals and fourth in the 2000 Nationals.

Minoru has also participated in the IAM freestyle Helicopter Competitions. His aircraft is a Superio manufactured by JR.

Pilot **Yukihiro Dobashi**, 32, has been involved in aeromodeling for 18 years, participating in F3C for 17 years. His accomplishments include first place in the 1989 World Championships, fourth in 1991, third in 1993, and sixth in 1995. He has also been the Japan Nationals Champion four times.

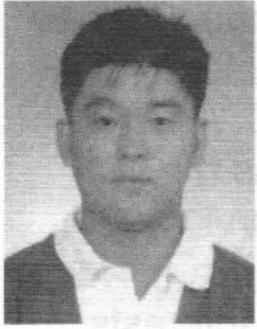


Masahiro Nishizawa, 52, is accompanying the team as a helper/mechanic.

Korea

Team manager **Jeong Chang Hwa**, 38, is a professor at Hanseo University. He has been an aeromodeler for 15 years, and participated in F3C for 10 years.





Pilot **Choi Kyung Yong**, 34, has participated in F3C for eight years. His aircraft is an SST-Eagle manufactured by Hirobo.

Pilot **Yoo Seon Sang**, 41 has been an aeromodeler for 20 years, participating in F3C for 10 years. He is piloting a Caliber 60 manufactured by Kyosho.



Pilot **Kim Young Jin**, 43, is the president of a company in commercial RC development. He has been an aeromodeler for 25 years and has participated in F3C for 13 years. His aircraft is a Superio manufactured by JR.

Kang Sang Hyun, 21 is a Daelim college student. He is accompanying the team as a helper/mechanic. He has been an aeromodeler for six years.



the Netherlands

Team manager **Willem Doornekamp**, 53 has been an aeromodeler for 35 years. He has participated in F3C for 20 years.

Pilot **Cees Verplanke**, 51, has been an aeromodeler for 31 years, including 20 years in F3C. The tech director for a drilling and piling operation, Cees was the Dutch Champion 14 times and has participated in all World and European Championships.

He has always designed his own helicopters but now will fly a factory-designed JR Scorpion in this competition.

Pilot **Michel Jager**, 36, has been involved in aeromodeling for 22 years, flying F3C for six

years. He placed third in the National F3C Championships four times and also participated in the 1997 and 1999 World Championships. Michel's aircraft is a Superio manufactured by JR.

New Zealand



Team manager **George Schneider**, 46, has been an aeromodeler for 16 years. He is a senior AV technician with the Museum of New Zealand and is currently ranked third in the National JR Airsail Master Series.

Raised in Florida in the US, George moved to Wellington, New Zealand 11 years ago and resumed flying three years ago. His aircraft is a Mystac .46 manufactured by TSK.

Pilot **Aaron Williams**, 29, has been an aeromodeler for seven years. The engineering workshop foreman has been flying F3C for three years. He has placed second for two years in national events and is currently leading in the F3C Masters Series.



Aaron was the first to do night flying with a helicopter in New Zealand. His aircraft is a Caliber 60 manufactured by Kyosho.

Norway

Pilot **Einar Bergseth**, 30, has been an aeromodeler for eight years, four in F3C. An engineer, Einar was Norway's national Champion in 2000 and participated in the 2000 European Championships. His aircraft is an Eagle Freva manufactured by Hirobo.





Pilot **Orjan Haug**, 34 has been involved in aeromodeling for five years, the last two in F3C. He was third in the Norwegian National Championships in 2000 and also enjoys paragliding and snowmobiling. His aircraft is a Caliber by Kyosho.



Pilot **Henrik Nilsson**, 24, has been an aeromodeler for 13 years, nine in F3C. A cable worker, Henrik was the Swedish Champion in 1996, 1999, and 2000.

Henrick's other interests include snowmobiling. He will be flying an Eagle WC II manufactured by Hirobo.

Pilot **Petter Atle Walhoud**, 27, has been an aeromodeler for three years, two in F3C. He placed second in the 2000 Norwegian Nationals. His aircraft is a Futura Nova manufactured by Robbe.



Pilot **Petter Strandh**, 27, has been aeromodeling for 12 years, nine in F3C.

A PhD student, Petter will be flying a Futura SE manufactured by Robbe.

Poland

Pilot **Artur Gajdzinski** will be competing for Poland.

Singapore



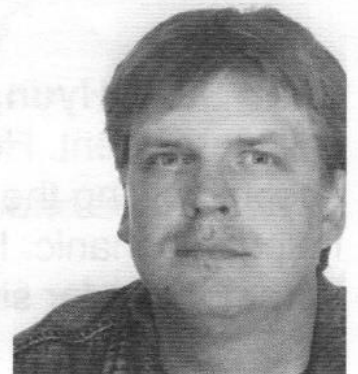
Pilot **Walter Lee**, 47, has been involved in aeromodeling for 20 years, three years in F3C. An RC importer and exporter, Walter took part in his first World Championships in Poland in 1999.

Walter was Singapore's National Champion in 2000 and was the second place winner in 2001.

Walter will be flying a Raptor 60L manufactured by Thunder Tiger.

Pilot **Krister Thorstensson**, 31, has been an aeromodeler for 13 years. An aero engine mechanic, Krister has been flying F3C for one year.

His aircraft is an X-Cell Pro 2k manufactured by Miniature Aircraft.



Switzerland

Pilot **Daniele Graber**, 51, has been an aeromodeler for 42 years, 26 in F3C.

A civil engineer, Daniele is a 13-time Swiss Champion, three-time European Champion, and was the fourth place winner in the 1995 World Championships.

Daniele is also an ultra-light helicopter pilot.

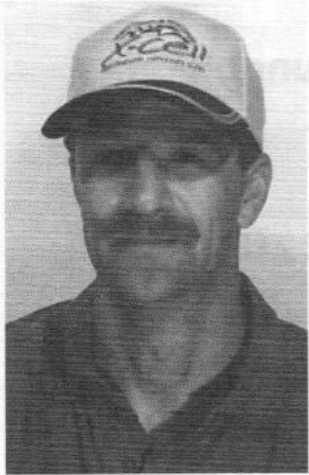
He will be flying a Hirobo Eagle manufactured by Hirobo.



Sweden



Team manager **Carl-Otto Strandh**, 56, has been involved in aeromodeling for 12 years. He is the CFO of a corporation.



Pilot **Stephan Meier**, 39, has been involved in model aircraft for 27 years, 12 in F3C. A mechanic, Stephan was the Swiss Champion in F3C in 1996 and 2000. He was also the Team European Champion in 2000.

Stephan will be piloting an X-Cell Pro 2k manufactured by

Miniature Aircraft.

Pilot **Mark Christy**, 21, has been an aeromodeler for 15 years, 10 in F3C. A software engineer, Mark is a four-time National Champion and has placed second twice in the Nationals. He has also placed second twice in the European Championships, and is a three-time Scottish Champion.



Mark is flying a Vigor manufactured by JR.

Pilot **Patrick Kessler**, 28, has been involved in aeromodeling for 15 years, 12 in F3C.

Patrick has competed in both the European Championships and the World Championships since 1996.

Patrick will be flying an SST-Eagle manufactured by Hirobo.



Pilot **Mark Tilbury**, 33, has been involved in aeromodeling for 30 years, 12 years in F3C.

A model shop owner, Mark has been the British Champion four times, the Vice Champion six times, third place in the European Championships Team twice, and fourth place

Team in the World Championships.

Mark is flying a Caliber manufactured by Kyosho.

Marinella Graber, Heinz Gasser, and Ennio Graber will be accompanying the team as helper/mechanics.

Ukraine

Volodymyz Dzyuba is the team manager for the Ukraine.

The pilot is **Sezgiy Chornyy**.

Dmytzo Derygin is accompanying the team as the helper/mechanic.

Pilot **Dave Wilshere**, 35, is a model importer and distributor. Involved in aeromodeling for 29 years, he has been flying F3C for 11 years. He has been the F3C National Champion, Vice Champion, and multiple winner of the Schluter Cup.

Dave is also a world Indoor Pylon Champion and a 1995 Top Gun Jet Champion.

Dave's aircraft is an X-Cell Pro 2k manufactured by Miniature Aircraft.



United Kingdom

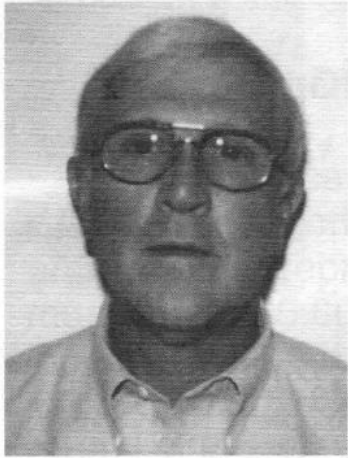
Team manager **Dave Fisher**, 39, is a model flight instructor. An aeromodeler for nine years, he has been involved in F3C for three years. Dave placed sixth in the 2000 Scottish Nationals, eighth in the 2000 British Nationals, and fourth in the UK Team Trials.



Alastair Newman, 43, is accompanying the team as a helper/mechanic. Alastair's experience includes 30 years in aeromodeling and 12 years in F3C. The model shop director is a three-time UK World Championships team member.



United States

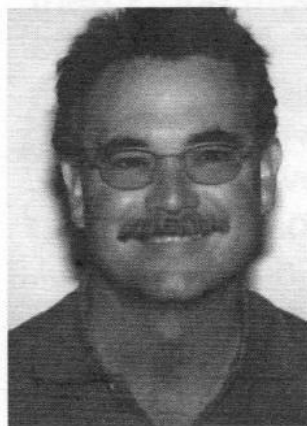


Team manager **Dave Sellars**, 57, has been involved in aeromodeling for 18 years. He is a consultant in the healthcare, disability, and employment fields.

Pilot **Curtis Youngblood**, 32, has been involved in aeromodeling for 20 years, 15 in F3C.

An engineering consultant, Curtis is a 12-time US Champion in F3C and a two-time World Champion in F3C.

Curt's aircraft is a Vigor CS manufactured by JR.



Pilot **Wayne Mann**, 40, has been involved in aeromodeling for 25 years. He has flown F3C for 16 years. His aircraft is a Caliber manufactured by Kyosho.

Pilot **Clifford Hiatt**, 44, has been involved in model aviation for 37 years, 18 in F3C. A precision mechanical engineer at Lockheed Martin, Cliff was the 1984, 1988, and 1990 US National Champion, placed sixth in the 1985 F3C World Championships, was the US World Championships team manager in 1989, and competed in the 1995 World Championships.

Cliff is flying an X-Cell Pro 2k manufactured by Miniature Aircraft.



Accompanying the US team as helpers/mechanics are **Dave Youngblood**, **David Harkey**, and **Daniel Hiatt**.



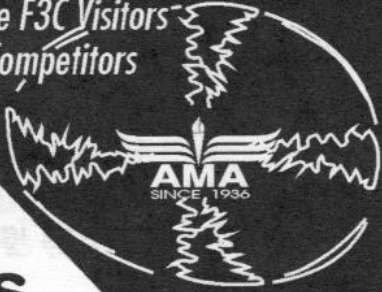
Venezuela

Team manager **Gerardo Urich**, 41, has been involved in aeromodeling for 26 years. Involved in F3C for five years, Gerardo is a mechanical engineer.

Pilot **Demetrio Zigras**, 28, has been an aeromodeler for 16 years, seven in F3C. The electrical engineer was the Venezuela National Champion from 1996 to 2000. His aircraft is an X-Cell Pro 2k manufactured by Miniature Aircraft.



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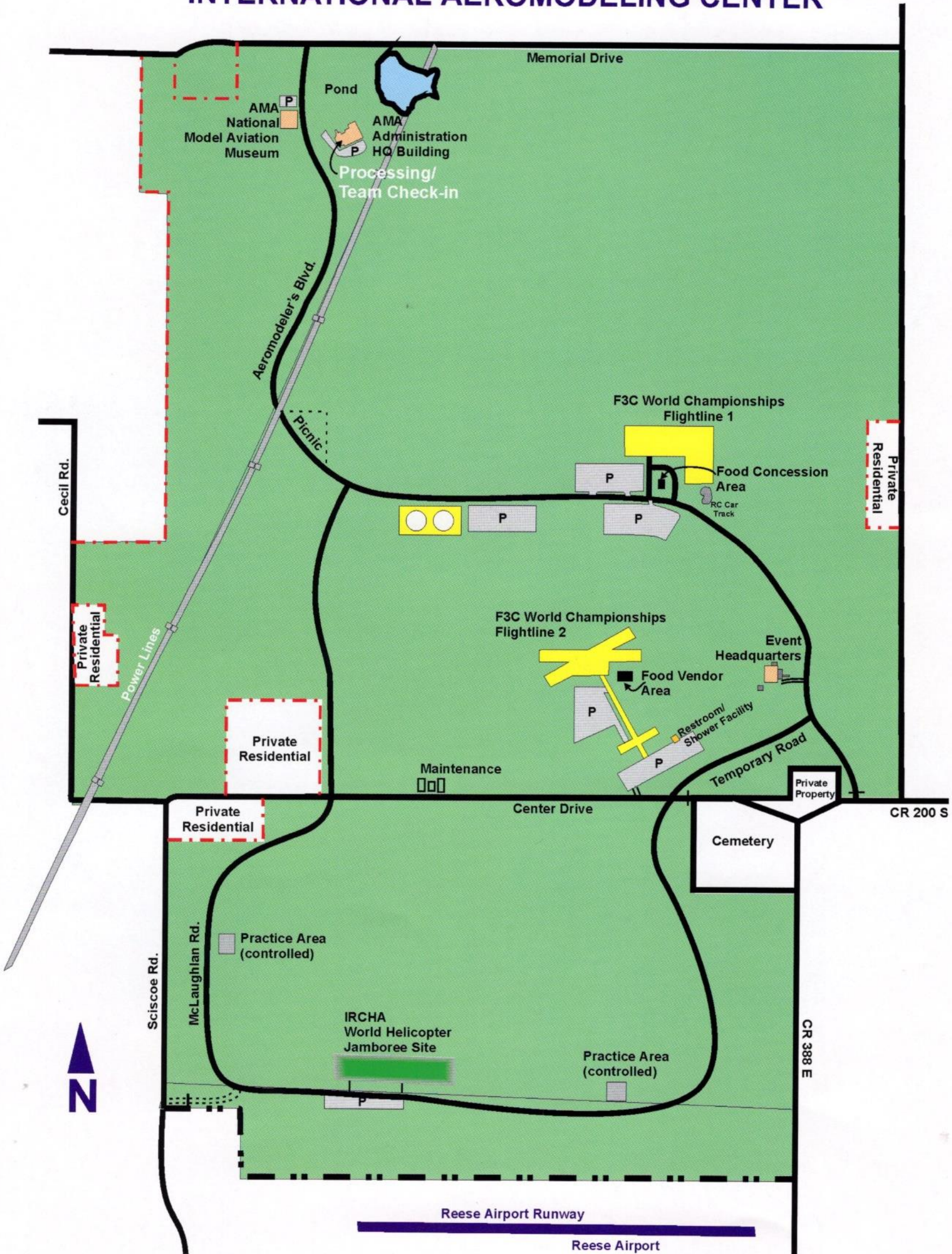
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