



2ND WORLD CHAMPIONSHIPS BERN, SWITZERLAND



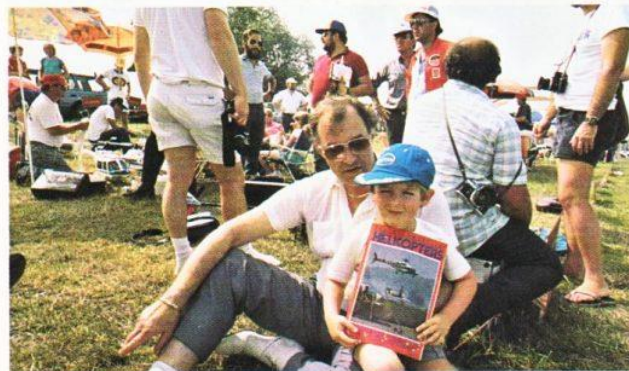
Thumbs up with happy smiles for the Japanese, German and American winning teams.



Judging under way. The brollies were much needed from the very strong sunlight.



A flock of Lockheeds with part of the crowd who came to spectate on the Saturday.



Super salesman Sam Cameron-Tough with his bodyguard Bob Arscot, took orders for the latest issue only just released.



A fullsize Jet Ranger from HeliSwiss took those interested and rich enough for joy rides around the Alps.

The Editor reports from the clean Alpine countryside on the 2nd World R/C Helicopter Championships

With youth, modesty and a relaxed air about him, Curtis Youngblood from the United States went to the 2nd World R/C Helicopter Championships with one thing on his mind. He was going for the Gold and it seemed he was born to win.

Flying his 'G.M.P. Competitor' with 'T.S.K.' tail rotor and 'Tru-Spin' wooden blades, he showed the crème de la crème of the world's best R/C heli pilots that there's more to flying than having a fancy set of glassfibre blades or super duper add ons.

This was shown too, by Tatsuya Iyobe from Japan, another youngster who came second with his Kalt model. Both Curtis and Tatsuya flew using J.R. radios – Curtis flying in Single Stick Mode. Josef Brennteiner from Austria was an incredible half point behind Iyobe and placed third with his Schluter Champion Long Ranger.



R-L: Tetsuo Hattori (Hatori Models), Hiroyuki Oki (Kalt), Mikio Komaba (T.S.K.) and Hideyuki Nagase (Hi Products) from Japan with the gentleman in white, whose name I unfortunately cannot recall.

CHAMPIONSHIPS (JUNE 29 – JULY 4)



All the competitors line up with their number one machines.



The winners with their prizes! at their feet. Three into four will go!?

As they did in Canada two years ago, the Japanese Team came well prepared with the usual professionalism that we have come to expect from them. However, although they came first in the team rankings, and with Shigetada Taya going to defend his title, it seems that the standard of flying has improved tremendously and the determination of Curtis changed what many thought would be a foregone conclusion of Taya and Ewald Heim getting the honours again. Not to be. Taya and Heim flew exceedingly well but obviously not enough to please the excellent judges. Ewald in fact was having engine problems and this showed up during his flights. Heim placed 10th with his Lockheed.

Stefano Lucchi from Italy was on top form and placed a respectable 4th place. Maybe Stefano needs to do some more gunslinging practice, as out on the field, his stance reminds one of some fast draw gunfighter from the Spaghetti Westerns!

Robert Gorham had some bad luck and was a bit nervous but still flew great to place 6th after Ishikawa from Japan who was flying a Kalt Bell 222A. Tetsuo Ikeda flew a Hiramori Jet Ranger to place 7th with Taya flying his new Jet Stream Ranger coming 8th.

Mike Mas from the U.S.A. has made a welcome return to heli competition flying after many years being out of it while devoting his time to producing some excellent videos. Mike, known from many years ago for his inverted flying, came 9th with his Champion, followed by Ewald who had placed 2nd two years ago with his Star Ranger. From my observation and in my opinion, I do not think the Lockheed lends itself 100% to the hovering manoeuvres and this certainly shows up in the scores of the pilots who flew Lockheeds. The Lockheed is terrific for aerobatics but not much more, maybe it will be proved wrong in time. >



The video cameras were constantly in use to record this wonderful event.



The Americans in the shade with a gallon of KB to quench the thirst.



On the right of broolly, the very attractive Mrs Dieter Schluter with Horst Woehle of Robbé and Lars Waegner.



Horace Hagen from the U.S.A. (Jury) with good friend Hiroyuki Oki the Chairman of Kalt, Japan.

Daniele Graber didn't do as well this time as he placed 11th compared to 8th two years ago. Danny was flying the Sitar Jet Ranger. Colin Bliss flying a G.M.P. Cobra Jet Ranger came 12th – way ahead of his team mates John Wallington and Len Mount who placed 16th and 18th respectively. This must have been frustrating for Len as he came 9th two years ago.

Pedro Caldentey (Order of the Broken Rotor Blade) was in his usual gregarious mood and with that Majorcan flair put on a good show to place 36th, one place ahead of Sifiris from Greece who came, took place and learnt a lot and came 37th, last but not least. Sifiris was flying what can only be described as the Medussa of model helicopters. With that wonderful Mediterranean flair, he gave his best and first attempts at the schedule much to the amusement of everyone but with the knowledge that he was respected for his valiant attempt, and that with his Schluter Superior which had to be

seen to be believed. I think Dieter Schluter should be gracious enough to offer Sifiris a new model as an award for an "against all odds" attempt!!

With absolutely marvellous weather, the event was rounded up by some terrific demonstrations from models, fullsize helicopters and fixedwing aircraft. Magnus Bissom from West Germany flew three types of multi-rotor helicopters. I was very impressed with his contrarotating mainrotors 'Flettner' model. Quite an achievement. The German Team put on a well co-ordinated multi model display and Renato Caspari from Switzerland demoed his skills with an Aerospatiale Allouette II.

Certainly this second time round saw not only an improvement in flying but also the organisation in an event of this size and with the interest shown by the many people who turned up to spectate. Here's looking forward to 1989 in the U.S.A. □

Final – Rank List

| Rank | Name | Country | Rd1 | Rd2 | Rd3 | Rd4 | Total |
|------|--------------|---------|--------|--------|--------|--------|--------|
| 1. | YOUNGBLOOD | USA | 1510.5 | 1564.5 | 1599.8 | 1654.0 | 4818.0 |
| 2. | IYOBE | JPN | 1525.5 | 1620.0 | 1539.5 | 1626.5 | 4786.0 |
| 3. | BRENNSTEINER | AUT | 1558.0 | 1576.0 | 1524.5 | 1651.5 | 4785.5 |
| 4. | LUCCHI | ITA | 1524.5 | 1533.5 | 1583.5 | 1587.5 | 4704.5 |
| 5. | ISHIKAWA | JPN | 1490.0 | 1538.0 | 1552.5 | 1563.5 | 4654.0 |
| 6. | GORHAM | USA | 1512.0 | 1272.0 | 1588.5 | 1536.0 | 4636.5 |
| 7. | IKEDA | JPN | 1490.5 | 1452.5 | 1536.0 | 1600.5 | 4627.0 |
| 8. | TAYA | JPN | 1530.0 | 1512.0 | 1519.5 | 1534.0 | 4583.5 |
| 9. | MAS | USA | 1404.0 | 1439.5 | 1497.5 | 1512.5 | 4449.5 |
| 10. | HEIM | FRG | 1443.0 | 1453.0 | 1503.0 | 1290.5 | 4399.0 |
| 11. | GRABER | SUI | 1382.5 | 1420.5 | 1445.0 | 1491.5 | 4357.0 |
| 12. | BLISS | GBR | 1309.5 | 1432.5 | 1456.0 | 1462.5 | 4351.0 |
| 13. | HEINE | FRG | 1438.0 | 1387.0 | 1425.5 | 1486.5 | 4350.0 |
| 14. | DAEPPEN | SUI | 1323.5 | 1372.0 | 1443.0 | 1427.0 | 4242.0 |
| 15. | MUELLER | SUI | 1055.5 | 1365.0 | 1413.0 | 1351.5 | 4129.5 |
| 16. | WALLINGTON | GBR | 1268.0 | 1421.5 | 1372.5 | 1285.0 | 4079.0 |
| 17. | DAVIDEIT | FRG | 1310.0 | 1338.5 | 1352.0 | 1360.0 | 4050.5 |
| 18. | MOUNT | GBR | 1233.0 | 1251.0 | 1398.0 | 1357.0 | 4006.0 |
| 19. | VERPLANKE | DUT | 1313.5 | 1336.5 | 809.0 | 1340.0 | 3990.0 |
| 20. | VERBRUGGE | BEL | 1145.0 | 1279.5 | 1240.5 | 1357.5 | 3877.5 |
| 21. | DUPONT | BEL | 1245.0 | 1284.0 | 938.0 | 1347.5 | 3876.5 |
| 22. | DEPIGNY | FRA | 1243.5 | 1283.5 | 1210.0 | 1331.5 | 3858.5 |
| 23. | SARAGOSA | ITA | 1303.5 | 1289.5 | 1251.5 | 1265.5 | 3858.5 |
| 24. | MELLA | ITA | 1203.5 | 1233.0 | 1244.0 | 1364.5 | 3841.5 |
| 25. | DEMAEYER | BEL | 1220.5 | 1277.0 | 1243.5 | 1290.0 | 3810.5 |
| 26. | CEDERGREN | SWE | 1154.0 | 1234.5 | 1278.5 | 1269.0 | 3782.0 |
| 27. | NIELSEN | DEN | 941.0 | 1210.0 | 1160.0 | 1247.5 | 3617.5 |
| 28. | JOHANSSON | SWE | 1070.0 | 1150.5 | 0.0 | 1272.5 | 3493.0 |
| 29. | NESSEN | NOR | 1061.5 | 273.0 | 1201.5 | 1222.0 | 3485.0 |
| 30. | VERHAGEN | DUT | 1018.5 | 1050.0 | 1124.5 | 1121.0 | 3295.5 |
| 31. | WEIL | FRA | 1034.5 | 1110.5 | 953.5 | 1068.0 | 3213.0 |
| 32. | NORDSTROEM | SWE | 1028.5 | 971.0 | 1025.0 | 1063.5 | 3117.0 |
| 33. | V. LENT | DUT | 952.0 | 1122.5 | 958.0 | 987.0 | 3067.5 |
| 34. | NYEGAARD | DEN | 838.5 | 939.0 | 976.5 | 1083.0 | 2998.5 |
| 35. | FLAMMANG | LUX | 826.0 | 962.0 | 969.0 | 869.0 | 2800.0 |
| 36. | CALDENTY | SPA | 1074.5 | 491.0 | 651.0 | 962.5 | 2688.0 |
| 37. | SFIRIS | GRE | 238.0 | 198.0 | 254.0 | 233.0 | 725.0 |

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Gunter Knipprath (PEKA LUFTECHNIK) with his one bladed Hughes 500E. Notice that rotor head is flybarless. Counter weight is equal to blade and rotor blade holder, and balanced accordingly.



The model flew flawlessly. Seen here in the hover after an amazing demo, it just goes to show anything is possible!



Robert Gorham who placed 6th with his G.M.P. King Cobra utilising the Hirobo D.D.F. head. Robert would have obviously been placed higher but had had a poor 2nd round.



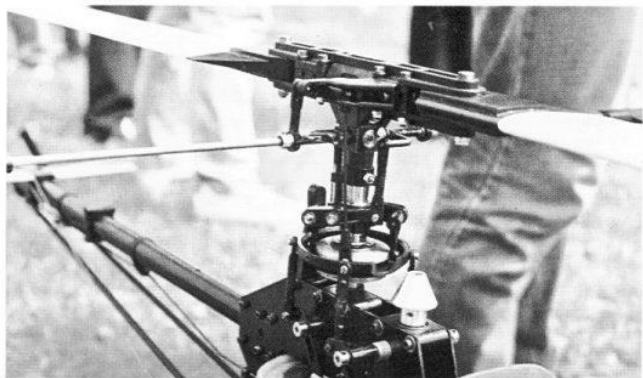
Jean-Pierre Dupont from Belgium with his Gold Ranger, Jean-Pierre, at 51 years, was the oldest pilot competing.



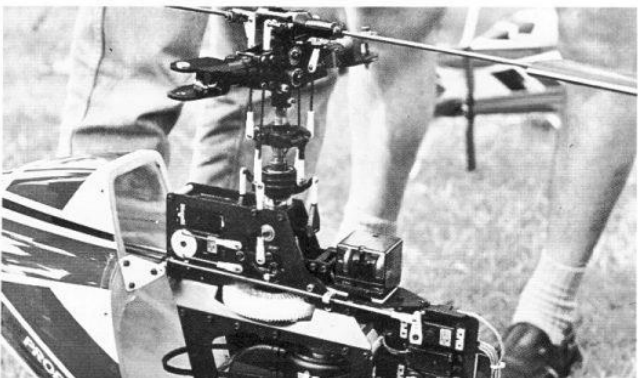
Stefano Luchi placed 4th. Stefano from Italy has certainly climbed the ranks over the last two years.



Tetsuo Ikeda came 7th with his Hiramori Jet Ranger which has moulded flush skids/undercarriage.



Schluter's new design rotorhead on the 'Scout'. Note 45° all round input on swashplate and plastic yoke and blade holders.



Shigetada Taya's Jet Ranger boasts easy attachment of fuselage in two halves. Note gyro faces sideways instead of fore and aft.

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Francis de Proft checks over the main blades with the metal detector.



Kit Flammang from Luxembourg with his Heim Lockheed 286 and Graupner MC18 radio. Model was beautifully finished in gloss black.



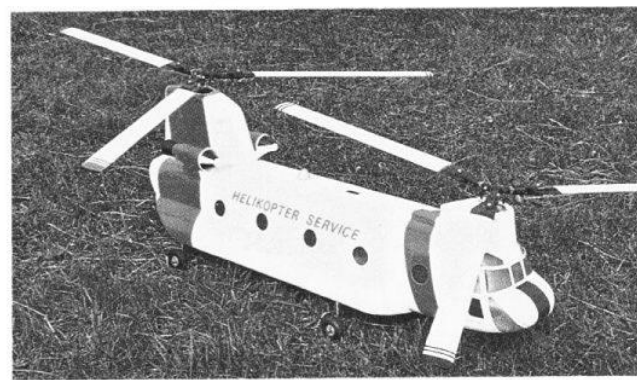
What's this? Flown in the demonstration by Magnus Bisom from W. Germany was this unusual 15cc Webra powered contrarotating main rotors 'Flettner'.



Jean Ducret flew his Piasecki PV-15 transporter, a model of the the world's largest tandem rotor helicopter.



Gunter Knipprath (PEKA) always one to experiment, demonstrated his one bladed Hughes 500E! (see page 21 also).



Magnus Bisom also demonstrated this Boeing Vertol 234LR (Commerical Chinook) using an 18cc engine to drive both rotors on a chain drive system.



Another of Magnus Bisom's creations, a Vertol 107/CH46 using a 15cc Webra to drive both rotors.



Everyone's signature for keeps! on this Star Ranger.

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Tatsuya Iyobe with Shin Abe the Japanese team manager. Tatsuya's T.S.K. Jet Ranger used an Enya 60XF and Futaba 8SGHP radio.



The Japanese team models lined up in preparation. Nothing fancy, just precision-built, clean models.



Ewald Heim who came 2nd in the first world champs in Canada two years ago. Unfortunately, Ewald's Lockheed had engine problems and he only managed to come 10th this time round.



Colin Bliss came 12th with his G.M.P. Cobra Jet Ranger. An excellent performance, and with continuing practice will probably do even better next time in 2 years in the U.S.A.



Shigetada Taya, the first World Champion who came to defend his title. With the competition from his fellow countrymen and others, he was up against a lot and this time only managed to place 8th.



Konstantinos Sfiris from Greece who reminded everyone of Pedro Caldentey from Canada. With a model lacking in looks!! he put on a brave attempt at this his first ever competition with typical Mediterranean flair.

Photos by the Editor