

Preparations for the World Championships

pattern pat

Last month the final preparations for the World Champs were complete and I was just about to leave for the US and the Championships. As a matter of fact I did leave home and arrived at the airport in good time as well as Dave (UK F3A Team Manager) and Jon Tappin (Team Member), as it turned out the ticket that I had been supplied was not valid for solo passage until early November, as it was September I was not able to fly out with this airline. So I watched the others depart and returned home somewhat disappointed. As it turned out it was not a bad thing, for the next two weeks I had an awful flu virus which, if I had been away would have spoilt the entire Championships for me. Next month will be dedicated to the Championships, as my good

The second of the Caprise models built for Brandon Ransley, this airframe ended up around a pound lighter than the first Caprise by use of large amounts of composite materials. Pro Build is very lucky to have guidance from one of the top composite formula one advisers, which benefits in lighter airframes.

friend Tom Miller has provided a comprehensive set of photos of the event. By now, I am sure the news that Christophe won the event in a very convincing manner is well known, he won seven of the eight rounds which is pretty good going.

This month's offering is the last instalment of Brandon's preparation for the World Championships, along with photos of the second Caprise which he used at the World Champs as his number 1 model, also the 'Alliance' which was constructed just prior to Brandon's departure to the US which he also took with him and test flew in the lead up to the competition.

Brandon's preparations

On Saturday 29 May I, together with my family, should have been on our way to France, first to visit some friends near Nantes



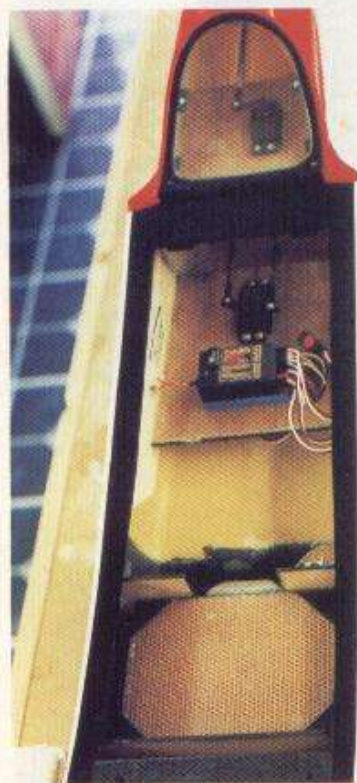
The wheel wells are made up from Nomex panels and Carbon cloth, the carbon being laid up on a male mould. Supra DX 60 retracts are used with the standard wire legs, to give the additional length require for the model the new MK sprung axles are utilised.



and then to travel on to Romilly for Le Tournoi de Champagne - an international contest at which many top European pilots would be present, including pilots from Switzerland, Belgium Italy and France including the French Team and current European Champion Christophe Paysant Leroux. I was particularly keen to see Christophe's new model - 'Alliance' - which replaces the Caprise. Both Phil Williams and I had spoken to Pascal Nowik (the 'N' of ZN Line) at



The new MK Wheel axles, the black portion is sprung loaded to be a trailing arm when the model is running along the ground which helps take out some of the forces that would otherwise be put onto the retract unit and mounting points in the wing.



All the main formers within the fuselage are made from 'Nomex' cored panels which we vacuum bag the skins onto. Note also the clear panel covering the elevator servo hatch, preventing exhaust residue from entering into the rear of the fuselage.

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Sandown and I had been promised two kits of Alliance sometime in July. However, I was still in the office working on a major contract

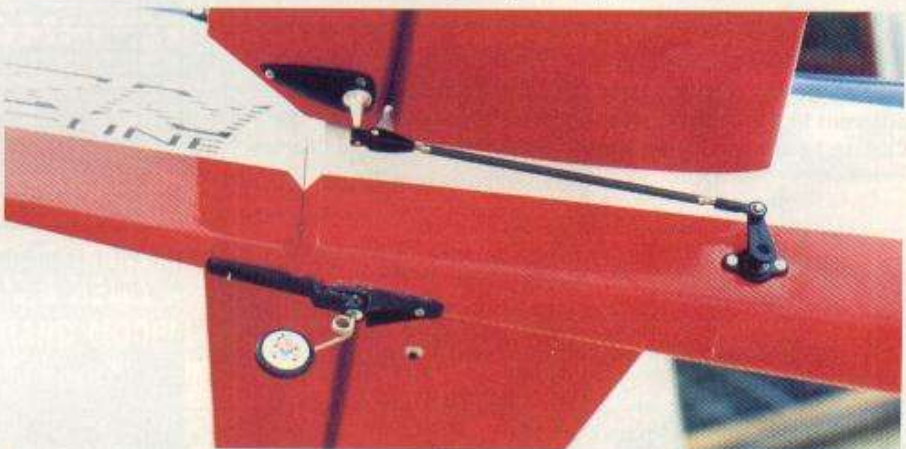
which kept me busy all that weekend, the following week and the next weekend.

Hence I missed what is my favourite contest of the year. I was particularly disappointed as I was flying very well and had high hopes of a good position.

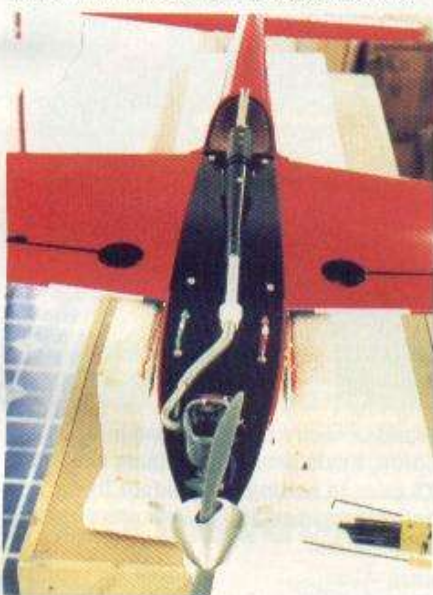
We eventually signed the contract in London on Friday 11th June and this meant I had a free weekend for the first time since 9th May. I went flying on the Saturday and flew my old Silpheed. I decided not to fly the current Schedules, I had 4 flights practising all sorts of rolling circles clockwise, anti clockwise, 1, 2



The YS 140LM installed in the front of the model, many people have asked what the material is I use in the air inlets. The material is aluminium used to patch holes in cars with filler; it can be obtained from any car parts shop and costs about £1.00.



The now common method of driving the elevator is via the MK 2-1 unit, easily mounted in the fuselage, can be withdrawn from the model if inspection of the unit is required, except if your name is Stuart! A small moulded flat is placed on the bottom of the fuselage to fair in the MK Tail unit, two screws fix this unit into place.



Engine and pipe installation, many flyers using the YS mount have had problems with manifolds fracturing, the reason being that the engine tends to oscillate a large amount when on idle. Also a different approach to starting the engine preserves the life of the manifold and mount. Brandon also discovered that having no fixing support at the end of the manifold helped preserve the life of the manifold.

or 4 rolls, rolling in or out, or alternately in and out. These are by no means perfect but the practise was very useful. It certainly made me concentrate. I also tried two new schedules POI and FOI. These are the preliminary and fly off schedules for 2000 and are even better to watch and fly than the existing D and E schedules. The fly off schedule is very difficult and includes a 4 roll rolling circle from inverted, rolling out, then in, out, then in; a $1\frac{1}{4}$ positive snap roll to knife edge followed by a $1\frac{1}{4}$ roll in the opposite direction and a simple loop with an 8 point roll at the top. All challenging manoeuvres. However, it is questionable whether the fly off schedule will be seen in the UK. Personally I think spectators would like to see the top 5 or 6 pilots in the UK flying this extremely difficult schedule on the Monday at the Nationals 2000. If anyone has any views on this please write in to Phil Williams and let him know.

After such a long lay off from flying, because of work, I was out again on Sunday and had 8 flights, 7 with Caprise and one with Silpheed. As is usual the first flight was a D schedule to

simulate a competition flight. As I have said before, at a competition you do not get a practise flight and you must try and make sure that your first flight is as good as your last. I flew two more D schedules, a POI, an FOI and then practised more rolling circles, knife-edge to knife-edge snaps and other fun manoeuvres. What a great weekend.

I even managed one flight with Silpheed at the Olney site after work midweek and on the next Saturday had 8 more flights, 7 with Caprise - POI, FOI and 5 D's - and then a mess about flight with Silpheed. On the Sunday I had 2 flights with Caprise in a very strong 90° cross-wind blowing in. The first flight was one of the best flights in a cross-wind I have ever done. The second flight was good but not so good. I noted that the engine seemed very powerful. My father, Roy, was present on both days.

With the 3rd Centralised contest due on Sunday 27th June at RAF Wittering I went out practising at LARKS on Saturday 26th and flew 6 D schedules with Caprise in a cross-wind blowing out. I was flying well and



Brandon's third model the Alliance, this model was test flown in the US, the flying characteristics of the model were quite different to the Caprise, so as Brandon had more time on the Caprise he stuck with the Caprise design for the World Champs.



Brandon and Kevin pictured here with US team member Kirk Grey, at one of the practise sessions prior to the main contest. Kirk used a Chip Hyde design the Hydeout, with a YS 1.40 as a power plant and the Futaba 9ZAP radio.



Brandon's Caprise and Alliance in the foreground of the shot, Kevin used tone of the other ZN designs the Fashion line which can be seen in front of the Alliance.

left the field in confident mood for the contest the next day. Sunday dawned cold, damp and windy. After a delayed start due to the weather we managed to fly 2 rounds before the rain started again. My first flight was reasonably good and my second flight was very good, with a very good 8-point roll. I was pleased to win both rounds with the top 5 places as follows:-

	Round 1	Round 2	Total
Brandon Ransley	1000	1000	1000
Richard Howarth	967	971	969
Keith Jackson	965	962	964
Kevin Caton	974	947	960
Darryl Foster	920	958	939

This was a good start to the team trials for the UK Team for the European

FAI P01 SCHEDULE

Name		Date:		
Comp:				
BMFA No.:		Round No.:		
	Manoeuvr	Mark	K	Score
1	Take off sequence		1	
2	Triangular Loop, 2/4 Pt Roll on Top, Exit Inverted		4	
3	Half Reverse Cuban Eight, 1/2 Roll Up, Exit Inverted		2	
4	1-1/2 Negative Snap, 2/2 Pt Roll		5	
5	Top Hat 3/4 Pt Roll Up, 1/4 Roll Down		3	
6	45 Degrees Up, 2 of 2/2 Pt Rolls, Opposite Direction		4	
7	Half Square Loop, Full Roll Down, Exit Inverted		2	
8	Eight Sided Outside Loop, Exit Inverted		4	
9	Figure 9, 1/2 Roll Up, Exit Inverted		2	
10	Outside/Inside Vertical 8 from the Middle, Exit Inverte		3	
11	2 Turn Inverted Spin		2	
12	Reverse Knife-Edge		4	
13	Immelmann, Full Roll, Exit Inverted		2	
14	Pull-Push-Push-Humpty Bump, 2/4 Pt Roll Down, Full Roll Up		4	
15	Reverse Top Hat, 1/4 Rolls		3	
16	2 Loops, 2 half Rolls at Bottom		4	
17	Split S		1	
18	Stall Turn 3/4 Pt Roll Up, 1 1/4 Postive Snap Down		5	
19	Humpty-Bump with Options, Exit Inverted		2	
20	Slow Roll, inverted to inverted		3	
21	Half Square Outside Loop on Corner		1	
22	Fig. Z, Push to 45 Degree Inverted Dive, 2/2 Pt Roll, Pull to Level		4	
23	Landing sequence		1	

The PO 1 schedule that Brandon mentioned within his report, why not give it a bash in readiness for next year.



Brandon seen here with team mate Kevin Caton, Kevin seen here helping start the YS prior to setting it up before flying, both flyers used YS engines and Futaba 9ZAP radios.

Championships in Belgium in 2000. Young flyer Lee Shelley flew well, in particular his second flight. Lee placed 6th on the second round and 9th overall. The top 4 all were flying YS powered models with Futaba radio. Darryl was flying his Webra 145 powered Caprise with Futaba radio. Whilst I am a big fan of YS it is good to see other engines performing well. Other engines included Lee Shelley's OS 140 and Alan Wild's Super Tigre G20/23.

RCMW

Practise done, it's now down to the real thing...the World Championships

pattern pat

With all the build up completed, this month is dedicated to the World Championships that took place in the autumn of last year.

I must admit that I have had some phone calls from flyers that thought the UK guys didn't actually fair too well, but in my opinion I thought we did do well. All our pilots managed to be individually placed within the top forty, with Brandon being our top placed pilot at 26th, Jon Tappin managed 38th and Kevin Caton in 39th. As a team they ended up a very creditable 11th out of 35 teams.

Jon had just returned from the Jet World Masters where he kept his World Championship crown for the second time, with a model he had never flown before the event. He told me the very reason he loves pattern is because of the very high level of skill needed to fly the sequence well, and he felt the top pilots in the world fly F3A. He considered that he would be lucky to make the top thirty places if all went well. As it happened Jon finally placed 38th, which when you consider there were a total of 94 of the worlds best pilots flying for this prestigious World Championship, the guy did very well!

Because of attending the Jet World Masters, which took place in August, Jon was hard pushed to finish his second model for the competition, and it was only test flown a couple of days before he flew out to the U.S.A. for the competition. As it turned out, Jon was very pleased with the way the model performed on its maiden outing and chose to use the model in the World Championships;

Jason Schulman used a Brian Herbert designed 'Patriot', again fixed gear used by the US team.



although some final paint trimming had still to be done.

The model is from the PL range of kits and it is called the 'Alize'. Designed by Patrick Lemonnier of France, the model is constructed by the now industry standard for serious pattern kits with a Carbon and Kevlar fuselage, with very lightweight foam wings and tail. Jon

Arnaud Poyet flew his own design model, the 'Twister', to a very good 16th position, again with a large depth fuselage which when airborne looks in proportion.



was the only team member to use JR radio in his model, but the whole team were united in their choice of engine, the YS 1.40 LM.

Brandon Ransley and Kevin Caton had flown out to the U.S.A. together a week before Jon, and they had the good fortune to be put up and fed by Tom Miller in North Carolina. Here the two flyers had at their disposal the great facilities of Tom's home club. They were also

Chip Hyde caught here carrying out a spot of maintenance on his model. Once again the use of fixed gear on the US models is very clear.



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The British team with their models prior to the event starting, from left to right, Kevin Caton, Brandon Ransley and Jon Tappin.

fortunate enough to be able to have a practise session with one of the US team members, Kirk Grey. Kirk at the last World Championships had flown a variant of the 'Jekyl', designed by Chip Hyde, he had modified it and re-named the design. This year he was flying another Hyde design, the 'Hydeout'.

Talking of Chip Hyde, he was back in the US team this year and he gave Christophe a hard time throughout the preliminary rounds, with only a very small margin separating them. It looked as if the competition for World Champion would come down to these two. Prior to this Chip had just won the World Championships in Pylon racing, so he has become a very adaptable, talented flyer.

Kevin Caton flew his ZN Fashion Line, this making the English team 100% French-produced models! Demonstrating the world domi-



Hatta alongside his model, the depth of the fuselage is very apparent in this shot.



Hatta's model again this time with the underbelly removed to show the installation of the OS 140 with a twin plug head fitted. Note also the models are built out of balsa and then spray finished.



Jon Tappin pictured here with his PL produced 'Alize'. Jon felt very comfortable with the flight characteristics of this design.



Christophe's two Alliance models parked on the runway, models were lightweight being around 1.5 pounds lighter than the built up models from Japan.



Another shot of the 'Alliance', showing off the conventional pattern model lines.



Quique Somenzini has discontinued using the 'Desafio 2000' design and used instead the 'Typhoon 2000', ended up in 8th position.

nance of their designs as many other world class pilots chose their designs as well. Wolfgang and Roland Matt flew their Larimar design, as used in the European Championships last year. A change for the Matt's as they now have their models made for them by PL Products, who also kit the design. Previously their models were built in Japan by one of the legendary pattern builders at a princely sum!

Arnaud Poyet from France flew his own designed model named the 'Twister', with a very large fuselage. I particularly like Poyet's designs, they are very graceful in flight. His designs were kitted by PL but they are no longer listed, hopefully they become available via another producer - we shall see.

The top three men in the World (left to right); Chip Hyde - USA, Giichi Naruke - Japan, Christophe - France.



Line up of the fly off models.

The Japanese models were of a very high standard as one has come to expect. These being of all built up construction and heavier than the composite models from Europe. Hajime Hatta's 'Explorer' model featured a very deep fuselage, and was powered by an OS 140 which used a non standard head, featuring a twin plug. Another of the Japanese models was powered by one of the OS 1.40 two strokes that uses the OS fuel injection system, which worked very well. I had details of this engine back in July and pictures of the engine idling at 1200 rpm. There is currently a big push by OS to get the engine used in Japan, it will be interesting to see how it develops. The price of the fuel injection engine is rumoured to be very expensive, another down side to the engine is that you still have to find room for the tuned pipe, which is the size of a baseball bat and heavy too! Well I must admit to only scratching the surface of the week of pattern that makes up the World Championships, I will let the photos tell the rest of the story.

I would like to thank Tom Miller for supplying the photos and helping out with accommodation of our team members while practising the week prior to the competition. Thanks very much Tom.

RCMW

Final team placings.

Pos.	Country	Total Team Score
1	United States of America	8520.60647
2	Japan	8445.75360
3	France	8371.36609
4	Liechtenstein	8275.50498
5	Germany	8117.33583
6	Canada	7765.64084
7	Australia	7577.85821
8	Austria	7523.52771
9	Argentina	7507.87077
10	Italy	7495.66592
11	United Kingdom	7393.40365
12	Belgium	7283.92861
13	China	7258.61788
14	Switzerland	7221.06759
15	South Africa	7177.54976
16	Spain	7116.44771
17	Netherlands	7082.07238
18	Denmark	6893.58845
19	Korea	6416.98835
20	Ireland	6388.48244
21	Slovak Republic	6181.79890
22	Chinese Taipei	6071.08299
23	Finland	6056.70069
24	Brazil	5613.98112
25	Russia	5277.31652
26	Colombia	5001.33652
27	Hong Kong	4497.96358
28	Suriname	4489.24099
29	Singapore	4087.20570
30	Chile	3947.09931
31	Trinidad & Tobago	3941.61636
32	New Zealand	2305.44977
33	Republic of San Marino	1956.17670
34	Israel	1888.42249
35	Cyprus	1725.33886

1999 F3A World Championships
Contest Director: Tony Stillman/Ron Van Putte
Country: USA

The scores reported here are correct to the best of our knowledge but are not the official result.

Pos.	Final score	#	Contestant	Name	Country	Flight 1	Flight 2	Flight 3	Flight 4
1	3000.0	33	Christophe	LeRoux	France	1000.0	993.7	1000.0	1000.0
2	2958.8	86	Chip	Hyde	USA	967.2	985.6	997.5	975.7
3	2941.7	51	Giichi	Naruke	Japan	959.9	996.9	975.3	969.5
4	2892.4	56	Roland	Matt	Liechtenst	955.0	1000.0	937.4	903.0
5	2855.3	49	Yoichiro	Akiba	Japan	914.9	950.4	962.1	942.8
6	2844.0	48	Hajime	Hatta	Japan	951.4	952.3	914.0	940.3
7	2842.4	55	Wolfgang	Matt	Liechtenst	926.4	954.2	933.6	954.6
8	2831.4	1	Quique	Somenzini	Argentina	928.9	942.9	915.3	959.6
9	2789.0	87	Kirk	Gray	USA	938.6	973.7	876.7	0.0
10	2772.8	88	Jason	Shulman	USA	888.1	952.9	931.7	879.4
11	2746.5	50	Koji	Suzuki	Japan	890.6	928.5	897.0	921.0
12	2745.9	16	Ivan	Kristensen	Canada	904.6	806.1	919.1	922.3
13	2732.7	36	Stephan	Fink	Germany	891.2	883.3	891.9	949.6
14	2726.2	38	Bernd	Beschoner	Germany	897.9	924.7	878.0	903.6
15	2700.8	34	Laurent	Lombard	France	891.8	919.7	803.4	889.3
16	2670.6	35	Arnaud	Poyet	France	883.9	927.2	800.3	859.5
17	2658.4	37	Ewald	Trumpp	Germany	885.7	893.4	872.9	879.4
18	2655.0	7	Helmut	Danksagmuller	Austria	852.9	915.9	847.7	886.2
19	2649.6	47	Marco	Benincasa	Italy	839.5	905.9	802.8	904.2
20	2635.7	8	Heinz	Kronlachner	Austria	858.4	811.2	880.5	896.8
21	2567.3	20	Tan	Yebin	China	776.3	869.5	845.1	852.6
22	2556.1	78	Bernhard	Schaden	Switzerlan	857.8	851.3	823.0	847.0
23	2556.0	5	Alfred	Pye	Australia	815.2	848.2	852.7	855.1
24	2554.7	6	Steve	Coram	Australia	815.2	813.7	888.1	851.4
25	2540.6	57	Norbert	Matt	Liechtenst	835.9	804.9	775.0	899.9
26	2530.0	84	Brandon	Ransley	UnitedKingdom	804.9	855.7	762.3	869.4
27	2527.7	17	Dezso	Vaghy	Canada	822.5	850.7	785.7	854.5
28	2519.7	10	Philippe	Marquet	Belgium	792.7	857.0	747.2	870.0
29	2492.1	18	Jeff	Stevens	Canada	798.2	841.3	778.8	852.6
30	2490.0	45	Manuele	Brunetti	Italy	828.0	830.0	810.4	832.1
31	2485.1	59	Danny	Van Vliet	Netherland	779.9	822.5	788.2	874.4
32	2471.8	58	Dennis	Toorren	Netherland	725.2	461.1	867.9	878.7
33	2467.2	4	David	McFarlane	Australia	832.8	793.6	809.1	825.2
34	2459.3	69	Andre'	Stockwell	S.Afrika	825.5	788.0	784.5	845.8
35	2449.7	71	Rui	Martins	S.Afrika	786.6	806.8	799.0	843.9
36	2439.3	79	Daniel	Koch	Switzerlan	755.0	826.9	763.6	848.9
37	2438.1	52	Sungnam	Kim	Korea	782.4	747.8	786.3	869.4
38	2435.4	85	Jon	Tappin	UnitedKingdom	767.8	818.7	753.5	848.9
39	2428.1	83	Kevin	Caton	UnitedKingdom	757.4	781.7	784.5	861.9
40	2418.4	2	Marcelo	Colombo	Argentina	842.6	479.9	730.1	845.8
41	2411.6	21	Liu	Aiqiang	China	745.9	821.2	735.1	844.5
42	2409.3	11	Jean-Pierre	Zardini	Belgium	793.3	820.0	757.9	796.0
43	2405.2	41	Ray	Keane	Ireland	795.1	825.6	784.5	764.9
44	2404.6	73	Isaac	Pratt	Spain	735.0	763.5	805.3	835.8
45	2403.6	54	Sungsoo	Jung	Korea	785.4	764.7	772.4	845.8
46	2395.6	27	Ole	Kristensen	Denmark	787.2	804.9	775.0	803.5
47	2363.6	74	Cristobal	Rombaut	Spain	747.7	791.7	756.0	815.9
48	2356.0	46	Marzio	Scaglione	Italy	778.1	817.4	760.4	6.2
49	2355.0	12	Frank	Lens	Belgium	0.0	802.4	828.1	724.5
50	2348.2	72	Roberto	Montiel	Spain	780.5	833.1	734.5	473.9
51	2326.9	39	Jackie	Hing Siu Tse	Hong Kong	764.1	782.9	701.6	779.9
52	2305.5	61	Grant	Plaisted	New Zealand	719.8	771.0	673.8	814.7
53	2287.2	28	Finn	Lerager	Denmark	801.2	702.6	712.4	773.6
54	2279.7	22	Li	Weiguo	China	645.0	779.8	649.8	850.1
55	2275.1	91	Stanley	Chan	Singapore	777.5	728.4	685.8	769.3
56	2268.6	70	Daniel	Potgieter	S. Africa	738.0	795.5	735.1	714.6
57	2258.1	3	Marcelo	Covella	Argentina	689.4	766.0	703.5	788.6
58	2244.0	19	Mario	Rodriguez	Chile	688.1	763.5	714.9	765.5

59	2232.9	9	Manfred	Dworak	Austria	666.3	134.9	772.4	794.2
60	2225.7	80	Emil	Giezendanner	Switzerlan	177.5	788.0	724.4	713.3
61	2210.7	29	Peer	Hinrichsen	Denmark	774.5	734.6	701.6	0.0
62	2205.1	67	Vilam	Hrnko	Slovakia	736.2	717.7	709.2	751.2
63	2176.1	30	Esa	Eirola	Finland	679.0	772.3	702.9	700.9
64	2171.0	40	Hung	Kay Li	Hong Kong	705.2	744.0	716.2	710.8
65	2125.1	60	Jan	Van Vliet	Netherland	684.5	741.5	699.1	658.6
66	2118.0	66	Jan	Hlebasko	Slovakia	684.5	648.1	730.7	702.7
67	2117.8	62	Victor	Mandrika	Russia	0.0	714.6	711.1	692.2
68	2050.5	94	Lin	Cheng-Chung	Chinese Taipei	648.6	6.3	621.4	780.5
69	2048.8	42	Brian	Carolan	Ireland	647.4	685.7	648.5	714.6
70	2038.8	95	Chan	Chin Liang	Chinese Taipei	619.5	0.0	626.4	792.9
71	1990.3	81	Mark	Mendonca	Trinidad	636.5	642.4	519.6	711.4
72	1981.8	93	Chen	Cheng-Feng	Chinese Taipei	648.6	597.9	606.8	726.4
73	1972.2	31	Jaakko	Viertola	Finland	610.9	703.3	565.7	658.0
74	1969.0	15	Marcelo	Riegel	Brazil	662.6	695.7	610.6	47.3
75	1956.2	65	Massimo	Selva	San Marino	604.3	706.4	603.0	645.5
76	1951.3	82	David	Stodart	Trinidad	652.3	629.2	599.9	669.8
77	1934.5	43	Noel	Barrett	Ireland	679.0	0.0	569.5	685.9
78	1924.1	13	Carlos	Hueb	Brazil	643.8	624.8	505.7	655.5
79	1908.5	32	Jussi	Kettunen	Finland	641.9	614.2	517.7	652.4
80	1888.4	44	Eli	Kats	Israel	594.5	612.9	555.6	681.0
81	1858.7	68	Richard	Kis	Slovakia	553.8	594.1	635.9	628.7
82	1846.3	63	Serguei	Danilov	Russia	621.9	559.6	543.0	664.8
83	1812.1	90	Derek	Chan	Singapore	575.7	578.4	463.3	658.0
84	1809.1	24	Andres	Prieto	Colombia	572.0	588.5	527.8	648.6
85	1741.7	77	Eumir	Liauw-Anjie	Suriname	506.4	597.9	147.9	637.4
86	1730.9	25	Armando	Lega	Colombia	565.4	515.1	343.2	650.5
87	1725.3	26	Lakis	Prastitis	Cyprus	600.0	481.8	559.4	565.9
88	1720.9	14	Marcos	Malloy	Brazil	516.7	611.7	526.5	582.7
89	1703.1	89	Adolfo	Konig	Chile	71.1	556.5	494.9	651.7
90	1685.6	75	John	Bainathsah	Suriname	243.8	504.4	630.2	551.0
91	1575.2	53	Jeonghwan	Kim	Korea	68.7	638.0	233.2	704.0
92	1461.3	23	Carlos	Forero	Colombia	428.6	517.6	515.2	296.6
93	1313.2	64	Vladimir	Kozlovski	Russia	0.0	614.8	0.0	698.4
94	1062.0	76	Leo	Jonh Pian Ki	Suriname	320.4	317.4	424.1	0.0

Pos.	Pilot Name		Country	Prelims	Round 1	Round 2	Round 3	Final Score
1	Christophe	LeRoux	France	1000.0	1000.0	1000.0	1000.0	3000.0
2	Giichi	Naruke	Japan	980.6	958.1	991.3	954.8	2929.9
3	Chip	Hyde	USA	986.3	953.7	980.8	942.7	2920.7
4	Yoichiro	Akiba	Japan	951.8	939.4	972.7	926.0	2863.9
5	Roland	Matt	Liechtenstein	964.1	920.6	947.6	923.1	2834.8
6	Quique	Somenzini	Argentina	943.8	937.7	951.8	936.2	2833.2
7	Hajime	Hatta	Japan	948.0	937.7	921.7	909.4	2807.4
8	Kirk	Gray	USA	929.7	906.0	945.5	950.6	2786.2
9	Wolfgang	Matt	Liechtenstein	947.5	909.4	888.2	897.9	2754.8
10	Ivan	Kristensen	Canada	915.3	920.0	895.8	908.0	2743.3
11	Stephan	Fink	Germany	910.9	905.7	888.2	871.7	2704.7
12	Laurent	Lombard	France	900.3	871.3	887.1	903.1	2690.5
13	Jason	Shulman	USA	924.3	879.1	876.3	880.9	2684.3
14	Koji	Suzuki	Japan	915.5	870.6	896.5	859.3	2682.6
15	Bernd	Beschorner	Germany	908.7	868.5	866.1	892.0	2669.3

Position	Country	Team Score
1	U.S.A.	8520.6
2	Japan	8445.8
3	France	8371.4
4	Liechtenstein	8275.5
5	Germany	8117.3
6	Canada	7765.6
7	Australia	7577.9
8	Austria	7523.5
9	Argentina	7507.9
10	Italy	7495.7
11	United Kingdom	7393.4
12	Belgium	7283.9
13	China	7258.6
14	Switzerland	7221.1
15	South Africa	7177.5
16	Spain	7116.4
17	Netherlands	7082.1
18	Denmark	6893.6
19	Korea	6417.0
20	Ireland	6388.5
21	Slovak Republic	6181.8
22	Chinese Taipei	6071.1
23	Finland	6056.7
24	Brazil	5614.0
25	Russia	5277.3
26	Colombia	5001.3
27	Hong Kong	4498.0
28	Suriname	4489.2
29	Singapore	4087.2
30	Chile	3947.1
31	Trinidad & Tobago	3941.6
32	New Zealand	2305.4
33	San Marino	1956.2
34	Israel	1888.4
35	Cyprus	1725.3