

A suitable beginning for this article would be the spur of the moment decision I made to take a long weekend from work in order to go see the last qualification and the final rounds at Flevehoff. This whirlwind tour of a Dutch flying site is not exactly everybody's idea of a European holiday, but to an avid F.A.I. flyer, any trip to the World Championships (this the 14th one) would do. The spur of the moment decision was followed by the search for the ol' passport, a quick phone call to a friend in Europe who already had rented a room at the contest site, and finally a call to A.M.A. travel to get a seat with the charter that had been established. Hoo-boy, was that interesting. Nino di Ronza, the fellow in charge of A.M.A. travel got that mess straightened out, and I was on my way.

Well, as it turned out, my friend with the bungalow at Flevehoff left after a problem with his accommodations, and I was left with the prospect of sleeping in my rental car until I ran into the hospitality committee, I mean, the Australian Team. They found me on the field Thursday midday, running around with camera and note pad, and after re-acquainting ourselves (two of the team members and I had met at the last Worlds in Pensacola two years prior), they asked where I was staying. When I said that I didn't know, an invitation was extended to stay with them. These modellers from Down Under have got to be the nicest kind of people that one could find! They also know how to fly.

That's the story of how I became an honorary Australian for four days, and at meal time, this writer became a Canadian as a result of an extra meal ticket that was offered. Fliers, especially those so closely bound as are the Pattern people, are a great bunch. Unlike many other contests, a World Championships is quite a communal affair, with Breakfast and Dinner being served, banquet style to fliers, judges, and jury alike.

On to the contest itself: when I arrived early Thursday, the first order of business was to try to get on film all the interesting aircraft before the only ones on the field would be those belonging to the eight finalists. That's right, eight finalists: ten percent of the 78 contestants registered. This represents the largest entry for a World Championships ever. Perhaps the reason for this is that it has been six years since the W.C. has been held anywhere in Europe. In a great many countries the lion's share (or all) of the costs of sending a team are borne by the contestants themselves. Nations that had never before fielded three man teams, such as Greece and Turkey, did so.

A great many people that I ran into initially had a great deal to say about the American Team and the results of their efforts thus far. For example, the entire Irish Team made a point of telling me about Tony Frackowiak's first round: they thought that it was one of the very best flights of the meet. Curiously enough, Tony was sitting just out of the finals when I arrived at the end of the third round. Dave Brown was on the "bubble" in eighth, and was obviously struggling with the slow, four-stroke, *Challenge 2* in the steady and considerable Dutch breeze. Like any flat land not too far from the ocean, there was a strong but smooth breeze. For the most part, it blew cross-wind in our faces. As a matter of fact, on finals day it was dead in our faces, and blowing a good 12 to 15 MPH. A great many competitors came prepared for this typical Dutch weather with smaller and



PHOTOGRAPHY: DEAN PAPPAS

All indications pointed to a concerted effort by Hanno Prettner to win the F3A (Pattern) World Championships. Shown here with his *Supra Fly* and his father, Hans, Hanno once again took the honors this time around. His *Supra Fly* is an evolution of the *Calypso* with which he won the 1983 World Championships.

1985 R/C Pattern World Championships

By Dean Pappas

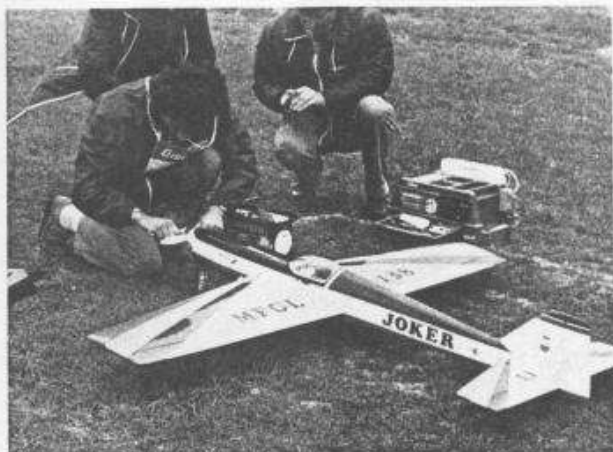
Hanno wins it again! This year's championships brought out the largest entry ever

faster aircraft. Probably, Bill Cunningham's *Escape* was as close to the typical for the top twenty as any of the American team was going to get. Bill was sitting in 13th or 14th when I arrived, and while his eventual 11th place was quite respectable for a first time team member, there was no joy in the American camp.

From the beginning, Hanno made it clear that he was out to win this one, and he had really changed his presentation, spending far

more time with his Austrian Team mates than was typical in the past. His serving as Team Manager may be due in some way to the bad press about and by Hanno after the whole disqualification mess at Vegas last year. Whatever the case, he came prepared, and the judges liked what they saw.

This left Wolfgang Matt, and Bertram Lossen battling for second/third. At the last W.C. Bertram was second, and many thought that this was his year to make that



Though he won the two final rounds, Wolfgang Matt, shown preparing his *Joker* for the last round (above left) couldn't overtake Hanno and came in a strong second. Slow airplanes, like Bertram Lossen's *Challenge* (above right) required too much work to effectively compete with the strong cross winds. In



fourth place was Giichi Naruke flying his very fast *Aurora* (below left) over 100 MPH. Weighed in at 7¾ pounds flying on 775 square inches. Ivan Kristensen's *Summit* waits in the ready box (below right) as Hanno and Hans Prettnr prepare for the second flight of the final rounds.

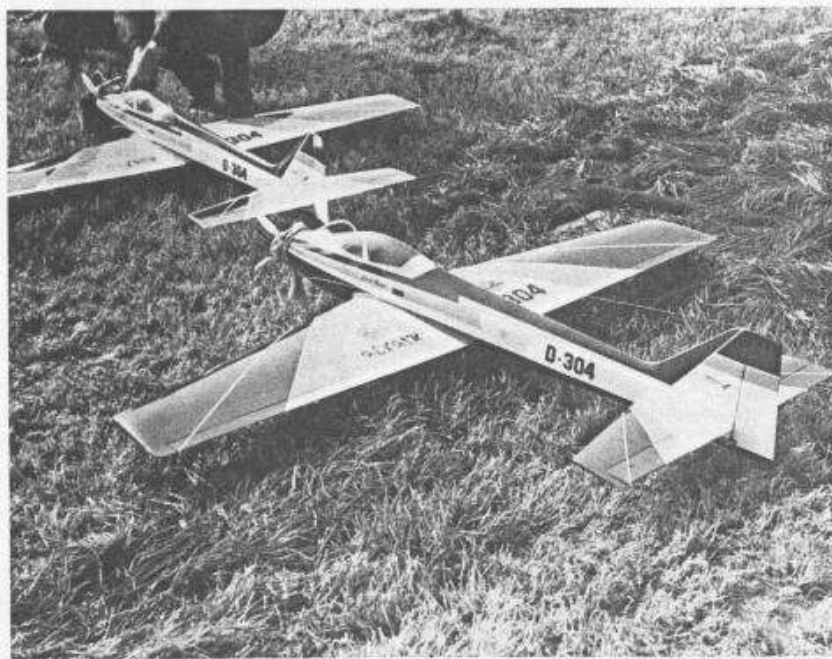


big move: there was however last year's victory at the European Continental Championships by Matt to consider.

Hanno's airplane, called the *Supra Fly*, looked like a *Calypso* clone with slightly larger tail surfaces (fixed that is) and a scalish cowl. He flew faster than just about anyone (except for the Japanese) which came as no great surprise: this has always been the case. I have never seen a Tigre engine run like his, and in conjunction with the glass/nylon Yoshioka 11.5-10.2 prop, the *Supra Fly* moved like there was no tomorrow. The aircraft weighed just under eight pounds (3.6kg.) with a 66 inch span spread just over 800 squares. He was probably flying between 175 and 200 meters out, and flew outside the unmarked "box" quite consistently. All in all, not much attention was paid to the pyramid shaped aerobatic zone.

Wolfgang flew his now familiar *Joker*: since the kit was introduced in Europe last year, a great many competitors were flying this design that has become something of a standard or benchmark for this new schedule. The *Joker* weighed just over eight and one quarter pounds, with about 850 squares. The flight speeds of the *Joker* were just about ideal, at maybe eighty miles per hour, and the airplane seemed to handle the wind pretty well. The pilot looked pretty good too.

Lossen flew the *Challenge* (a European design not Frackowiak's) and this airplane



Both aircraft are *Altairs*, a design which is the combined effort of Gunter Hoppe and Werner Schweiker. In the author's estimation this design was the most impressive there. Plane in the foreground is Hoppe's.

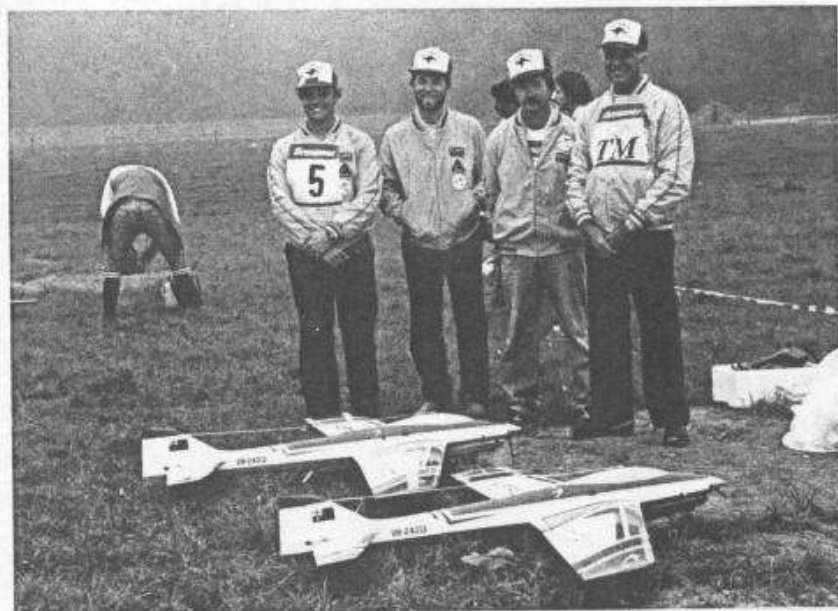
World R/C Pattern Championships



Another competitor who struggled with a slow airplane in the high winds was former Nats champ Dave Brown (above left) with his best "teammate", Sally. One of the more beautifully built aircraft at the World's was the *Cattleya* (above right) built by Suzuki of Japan. He placed 10th. Dave Brown flew a Challenge II



with an O.S. 1,20 four stroke (below left). It was the only four stroke to make it to the final rounds. Too slow for the wind. First time US Team member, Bill Cunningham, prepares for a flight with his *Escape* (below right). He finished a very respectable 11th place.



Author Pappas had the Australian Team confused with the hospitality committee, at first. This fine group of sportsmen consisted of (L-R): Shayne Lysaght, Eddy Edwards, Paul Whiteman, and John Lysaght.

while similar to the *Joker* was almost ten miles per hour slower, and suffered in the wind for it. It is a beautiful airplane (as, we hear, are all of Bertram's building efforts) at under eight pounds, with an O.S. 61 side exhaust, and Asano (Japanese) laminated wood 12-9 prop.

Giichi Naruke of Japan ended up in fourth, with his design called *Aurora* which was very fast—over 100 mph—which was flown close in—75 or so meters—and flew clearly out of the box on all turnarounds. This was in shocking contrast to the style of all the Germans and of Wolfgang; they flew at a measured 150 meters out, between 75 and 90 MPH, and right up to the hypothetical 60 degree limits. Incidentally, the American Nats and Masters were patterned after the setup that had been announced for this contest: that there would be no markers to delineate the 60 degree limits, and the 100 meter depth limit. As it turns out, 100 meters was an incorrect figure and the "comfortable" distance agreed by all as the most aesthetically viable was measured at 150 meters. The word is that the FAI Sporting Code will be "clarified" to include a 150 meter limit, and to specify that flags at 60 degrees should be used at the individual judges' discretion with regard to downgrades for flying outside the box. This means *no separate line judges* to



Another of the beautiful aircraft at the Worlds, Pascal Malfait's *Athena* (above left). Pascal represented France. Keep your eye on Arturo Sonerzini of Argentina



(above right). If he continues to compete and gains recognition in the future, he will one day be World Champ - says the author.

call outs! Also recommended was one flag at flight line center, 150 meters out to help in determining if a flier was too far out. Many flying sites do not, unfortunately, permit this.

In fifth was Ivan (last name not necessary) flying the *Summit* that everyone is familiar with from the Nats. I thought he flew a lot better than fifth. Ivan moved his flight out some in order to meet the accepted presentation as compared to how he flew at the U.S. Nats. Y.S. and a Yoshioka 12-9 provided the go, at about 85 to 90 MPH.

In sixth, and my choice for the best there, was Werner Schweiker. He and Gunther Hoppe (in seventh) were both flying the *Altair*, an airplane they co-designed, and it was probably the most impressive design there, flying at about 8½ pounds, a little over 800 square inches, and about 90 mph. They both used Webra LS's in these beautifully built aircraft that used glass fuselages. They were the examples measured out at 150 meters away, and as typical for all the Germans, they used *all* the box, while maintaining the intent of the limited area quite well. Was I impressed? Yup!

In eighth was Dave Brown flying the *Challenge 2* with an O.S. 120. Dave had this airplane at some ridiculous crabbing angles in order to compensate for the wind, but it just wasn't enough. Only eight out of 78 competitors used four strokes, and only one made the finals. I think that only two were present in the top half. . . . This is not to say that the four-stroke in and of itself is not viable, it is just that the very slow flying style is not.

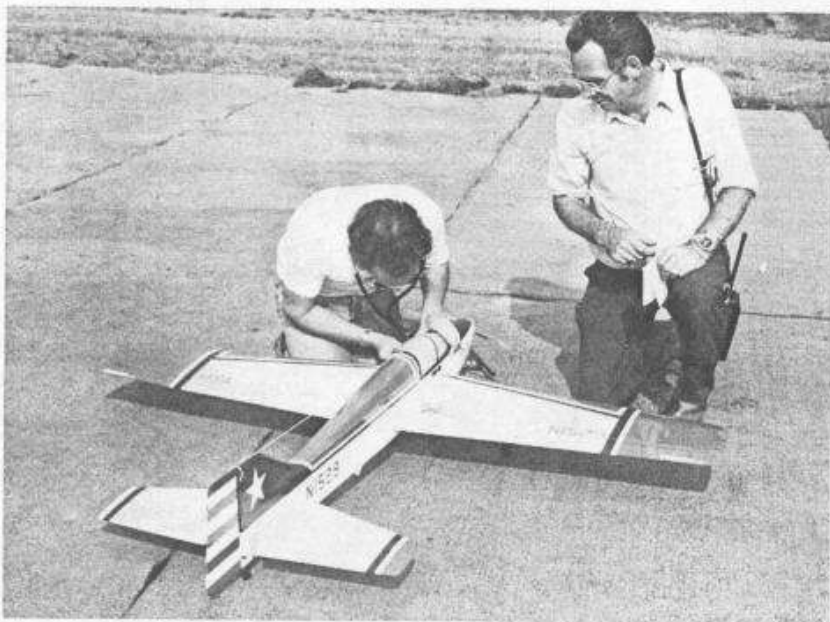
That's it for the finalists; in ninth was Tony Frackowiak, with his Y.S. powered

Challenge 3. With a Variprop up front, he flew in pretty much the accepted style, except that his maneuvers were much larger and softer cornered than most. I'm not sure that this was well received, even though many observers told me how beautiful some

of Tony's flights were, it's a shame that the numbers weren't there.

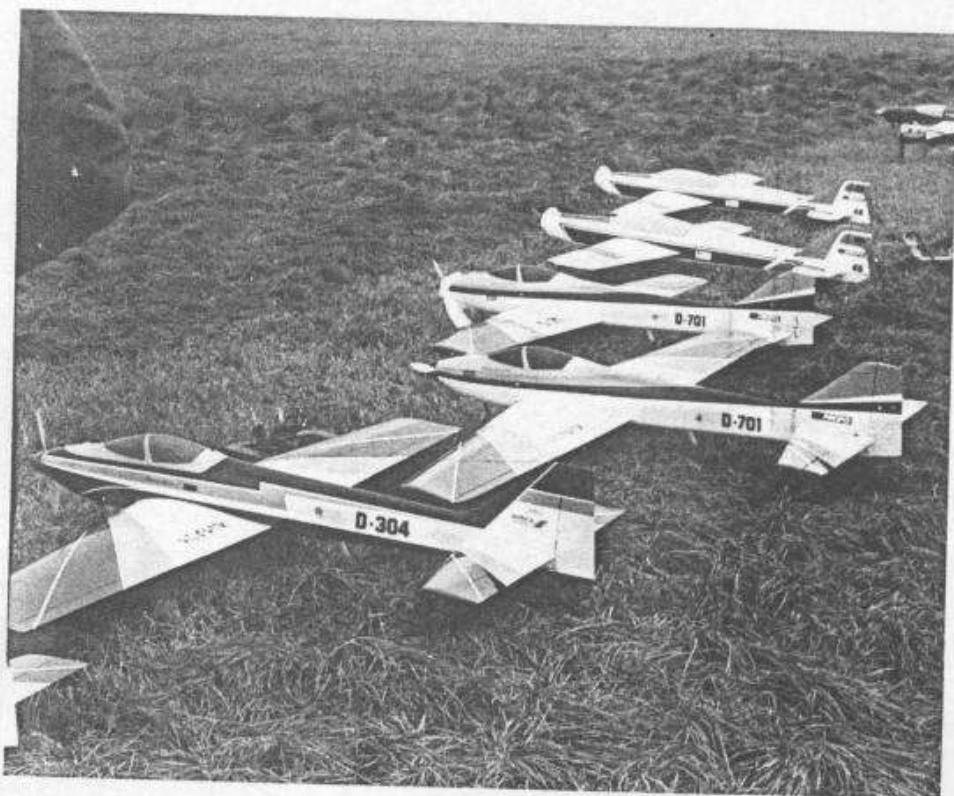
In tenth, was Suzuki of Japan flying the *Cattleya*, an airplane so similar to the *Aurora* that no further description is necessary.

Eleventh was taken by our own Bill Cun-



Some might be amused at this gentleman examining Tony Frackowiak's *Challenge III* with a stethoscope. It was, in fact, a very serious check done on all aircraft to determine the possible presence of a gyroscope!

World R/C Pattern Championships



The West German Team's aircraft sit in their pit area awaiting action. All three members made it to the finals and that's how you win a Team Championship. They flew at a measured 150 meters out.

ningham with his *Bridi Escape*. His combination was closest to that of the typical European, and his performance as a first time team member should be applauded. Even such notables as Rhett Miller did no better when exposed to the International Judges for the first time.

Rounding out the top dozen was Alexandre De Gotte of Belgium, flying a *Challenge*. His fourth round had to be one of the finest wind flights this writer has seen, despite the slow speed of the aircraft. De Gotte also received the award for the quietest plane at the meet, although I thought that his mixture was a little rich on the line. He also used a new carbon fiber pipe made by his Team Manager Lemmens Renaat. I have one of these, and have tested it: while it does not boost power as much as either an Hattori or Rossi F.A.I. pipe, it is awfully quiet, and weighs three ounces!

On to the Finals. Please note the picture of all three West German aircraft in a row on an exciting Friday. This is how they won the Team Championship trophy. They deserve it without a doubt. In second as a Team, were the Japanese, and in third our boys from the U.S.A. This is the first time that this perpetual trophy has left the U.S. in 26 years. Analysis of what happened is for another time, when the screaming has quieted down. I can simply say that none of our team members deserve any finger pointing or accusations. Some thought has to be given to preparation for the next World Champs. Rumor has it that Southern France is in the running.

As a side note, Wolfgang actually won the finals, but it just wasn't enough to overtake Hanno.

CC



Here, again, are Hanno Prettnner's *Supra Fly's* (A and B ships). Their design is quite similar to the earlier *Calypso* but with larger tail surfaces.

BRD, Japan, USA bei der Mannschaftssiegerehrung

Alle 2 Jahre wieder: Weltmeisterschaft im Kunstflug F-3A, eine Modellflugklasse, die trotz aller Groß-, Scale- und sonstigen schönen oder spektakulären Fluggeräten nach wie vor höchstes Ansehen genießt und wohl dem eigentlichen Sinn des RC-Modellflugs, nämlich ein Modell fliegerisch perfekt zu beherrschen, am nächsten kommt.

78 Teilnehmer aus 28 (!) Nationen kamen diesmal nach Flevohof in Holland (ca. 70 km nordöstlich Amsterdam), um vom 10.-13.9. in 4 Wertungs-, und, für die 8 Besten, 2 weiteren Fly-Off-Durchgängen ihr fliegerisches Können unter Beweis zu stellen. Mit der Durchführung des Wettbewerbs hatte die FAI die „Königlich Niederländische Vereinigung für Luftfahrt“ betraut. Erfahrungen waren reichlich vorhanden, denn genau vor einem Jahr fand an gleicher Stelle die Europameisterschaft im Segelflug F-3B statt.

Was die diesjährige WM besonders interessant machte, war zunächst natürlich das neue, 1984 eingeführte Wendefigurenprogramm und damit auch die neuen Modellkonstruktionen und ihre technische Ausstattung. Blicken wir kurz zurück:

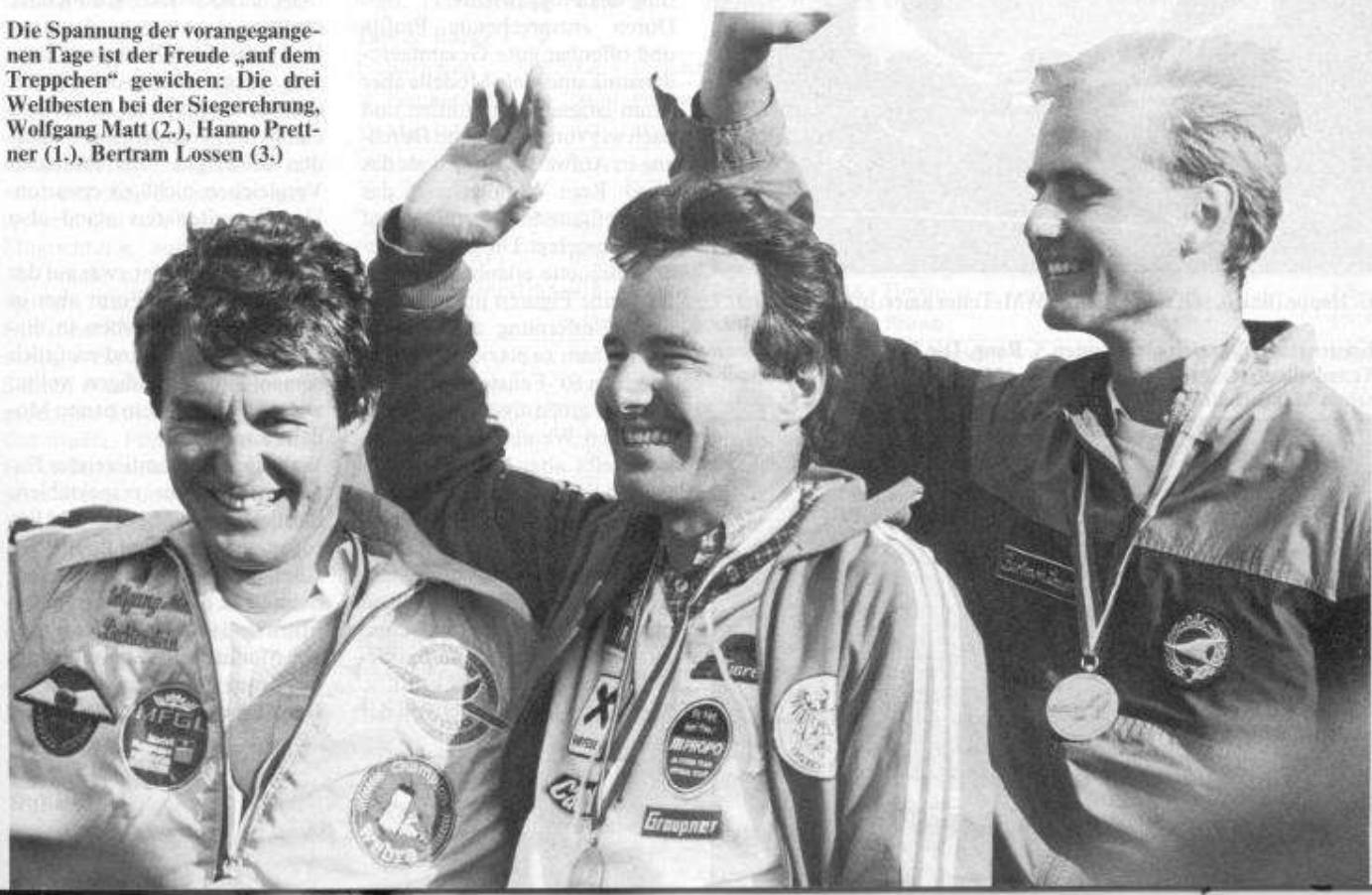
Die Spannung der vorangegangenen Tage ist der Freude „auf dem Treppchen“ gewichen: Die drei Weltbesten bei der Siegerehrung, Wolfgang Matt (2.), Hanno Prettnner (1.), Bertram Lossen (3.)



Erfolg für die Mannschaft der Bundesrepublik: Platz 1 in der Teamwertung

F-3A Weltmeisterschaft 85 in den Niederlanden

Hanno Prettnner zum vierten Male Weltmeister

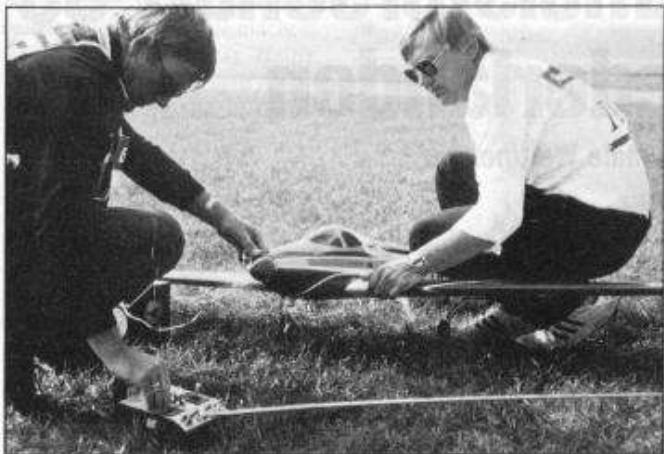




Die Flotte der Finalisten: Im Vordergrund beide „Supra-Fly“ von Prettnner, weiter rechts „Aurora“ von Naruke, dahinter Modelle von Hoppe, Lossen, Schweiker und Brown



Das Warten kostet Nerven. Auf den Ausruf zu ihren Finalflügen warten Hanno Prettnner, Wolfgang Matt, Bertram Lossen



G. Hoppe (links), seit vielen Jahren WM-Teilnehmer, in Holland Platz 7

Kristensen erlog sich einen guten 5. Rang. Die Platzierung von seinen Teamkollegen Gagnon (19) und Piorun (24) reichte auch, um der kanadischen Mannschaft zum 5. Platz zu verhelfen



FMT-Reportage

Bis Ende 1983, also noch auf der letzten WM in Florida, galt das alte Kunstflugprogramm, wo je 1 Figur pro Vorbeiflug vor den Augen der Punktrichter zu plazieren war. Kraft und Geschwindigkeit waren Trumpf, man hatte ja Platz für die nicht bewerteten Wendungen und somit Zeit für Korrekturen im Anflug. Einige Piloten nutzen die Möglichkeiten der modernen Anlagen voll aus (EZFW, Gemischverstellung, Bremsklappen, Snap-Flaps, Verstell-Prop), siehe z.B. die letzten Versionen von Prettnners „Curare“ und „Magic“ (bis 1981). Die Modelle waren dadurch z.T. recht schwer geworden, ohne daß am Grundkonzept wesentliche Änderungen erfolgten, auch wenn hinsichtlich Drehzahl/Luftschaube und Vergrößerung des Flächeninhalts schon auf der 1983-er WM erste Tendenzen in Richtung neues Programm erkennbar wurden.

Was ist geblieben, was wurde anders?

Wir werden im nächsten Heft die Spitzenmodelle mit wesentlichen Daten näher vorstellen, daher hier nur kurz die Richtung: Größere Spannweite von 1,65 - 1,80 m, mehr Flächentiefe und -inhalt, deutlich weniger (Stand)-Drehzahl, Rückkehr zur großen 2-Blatt Latte mit hoher Steigung, weniger Funktionen, kein Anstieg, eher eine Reduzierung des Fluggewichts.

Durch entsprechende Profile und offenbar gute Gesamtaerodynamik sind viele Modelle aber kaum langsamer geworden und nach wie vor gilt der satte Durchzug in Aufwärtspassagen als das A+O. Kein Wunder, auch das Wendefigurenprogramm ist auf Kraft ausgelegt. Die größere Modellsilhouette erlaubt dem Piloten, seine Figuren in etwas größerer Entfernung zum Punktrichterteam zu plazieren und dadurch im 60°-Fenster zu bleiben. Zeit für großartige Korrekturen zwischen Wende- und Mittelfigur bleibt aber bei diesen Geschwindigkeiten kaum, so daß eine verpatzte Wende meist negative Folgen für die Anschlußfigur hat. Was das alles bei Seitenwind bedeutet, wurde in Holland offenkundig, bei den Spitzenpiloten im positiven Sinne, bei vielen jedoch genau umgekehrt. Man fragt sich natürlich, ob der

heute geflogene Stil – zum erstenmal im großen Rahmen auf der EM 84 vorgeführt – wirklich dem entspricht, was man sich bei der Ausarbeitung des Programms vorgestellt hatte.

Langsameres Fliegen mit geringem Platzbedarf durch entsprechend leichte Modelle, eine größere Beteiligung von gedämpften Viertaktern und ursprünglich ins Gespräch gebrachten Getriebemotoren, insgesamt eine optische Annäherung an den Großkunstflug wie beim RC-IX, dies wurde zugunsten eines auch bei ungünstigen Wetterbedingungen sauberen Flugbilds aufgegeben. Seit der EM 84 wußte man auch, daß sich die 20-er Viertakter nicht etablieren würden, zumindest nicht in der europäischen Spitze. Ausnahmen: H. Kronlachner (A), E. Giezen-danner (CH), J.v.Beek (NL). Motormäßig darf diese WM ruhig als Indiz für erfolgreichen Weiterbestand der 10-er Wettbewerbszweitakter gelten, die, neu abgestimmt, leiser wurden und nach wie vor die bessere Leistung bringen.

Gespannt war man natürlich auf die Spitzenmannschaften aus Übersee, die Amerikaner, Japaner, Canadianer. Überraschend traten Dave Brown (USA) und H. Piorun (CAN) mit 4-Taktern an, was den ersten Vergleich unter neuem Programm mit Europas F-3A Cracks noch spannender machte.

Daß sich, wie 1979 Bertram Lossen, junge Nachwuchspiloten auf Anhieb im Kreis der Besten etablieren könnten, war nach den bisherigen internationalen Vergleichen nicht zu erwarten. Der Favoritenkreis stand also fest:

Hanno Prettnner, der zwar auf der EM fehlte, seine Form aber in anderen Wettbewerben in diesem Jahr bewies, und natürlich seinen Titel verteidigen wollte; wie so oft mit einem neuen Modell (Supra-Fly).

Wolfgang Matt, amtierender Europameister mit respektablem Abstand vor Vize Welt- und Europameister **Bertram Lossen**.

Günter Hoppe und **Werner Schweiker**, die wie Lossen gut in Form sind und ihrer klar erfolgten Mannschafts-EM unbedingt die Krone aufsetzen wollten.

Dave Brown, seit Jahren an der

FMT-Reportage

Spitze, sollte auch mit 4-Takter zum engeren Kreis gehören, ebenso wie sein Mannschaftskamerad **Tony Frackowiak**.

Ivan Kristensen aus Canada hatte seine Weltklasse kurz vor der WM auf dem internationalen Wettbewerb in Dänemark aufblitzen lassen.

Ja, und dann die Japaner **Naruke**, **Hatta** und **Suzuki**, allesamt best ausgestattet und versorgt. Warum sollte es diesmal anders als in vergangenen Titelkämpfen sein, wo das Team immer mit auf dem Treppchen stand.

Geflogen wurde, wie üblich, zeitparallel auf 2 Pisten, die ca. 1 km auseinanderlagen, aber, was Wind- und Sichtverhältnisse anbelangt, für alle gleiche Bedingungen boten. Ansonsten entsprachen sie nicht der Qualität, die man erwarten darf, hatte man doch lediglich die Wiesen mit Planen abgedeckt. Da kamen die Unebenheiten noch voll durch und führten zu manchem Kopfstand oder Hüpfen der größten Teils mit schwerpunktnah montierten 2-Beinfahrwerken ausgerüsteten Modelle. Auch wenn Start und Landung nicht gewertet werden, soweit, daß durch schlechte Pistenqualität die Durchführung ganzer Flüge gefährdet wird, sollte es nicht kommen.

Zum Wetter und Runde 1-4: Sie konnten mit Ausnahme der letzten Flüge des 4. Durchganges am Morgen des Finaltages (13.9.) bei gänzlich „unholländischem“ Wetter durchgezogen werden: Sommerliche Atmosphäre bestimmte die Szene, schwacher bis mittlerer Wind aus westlichen Richtungen paßte recht gut zur vorgegebenen Flugrichtung, auch wenn der 12.9. nicht nur durch Wärme, sondern auch unangenehmen Dunst auffiel. Ein Nachteil besonders für die Nachmittags-Starter, deren linke Wendefigur gegen die Sonne geflogen werden mußte. Pünktlich zum Fly-Off änderte sich die Lage. Morgens Nebel und tiefhängende Wolken, die manchen zu Blindflugeinlagen zwangen, dazu Querwind, stärker als an den Tagen zuvor, der, nachdem im Tagesverlauf die Sonne durchkam, auch recht bockig wurde. Im Finale (nachmittags) waren also etwas härtere Bedingungen zu meistern.



Die Amerikaner verfolgen den Flug von Brown (rechts). Er flog mit einem Viertakter. Obwohl der langsamere Flugstil eigentlich der Idee des „neuen Programms“ entsprach, so hatte man doch manchmal den Eindruck, daß er mit einem schnelleren 2-Takt-Modell hätte besser abschneiden können



Naruke und sein Wettbewerbsmodell. Er flog sehr beständig. Auch er mußte im Finale mit starkem Seitenwind fertig werden. Er meisterte den Windversatz vielleicht am besten von allen: Man hatte Mühe zu sehen, wo und wie er die Korrekturen einbaute

Die Beschreibung einzelner Flüge sparen wir uns zunächst und stellen einfach mal den Stand nach den einzelnen Runden dar. Beschränken wir uns auf etwa das obere Viertel, Piloten, die deutlich mehr als 80% der besten Durchgangswertung erreichten. Unangefochten an der Spitze: Hanno Prettnner. Er konnte 3 von 4 Durchgängen für sich entscheiden und lediglich sein Streichdurchgang (4.) ging an Wolfgang Matt. Die Stellung Matts auf

Platz 2 war ebenfalls unangefochten. Es gelang nur Bertram Lossen im 3. Durchgang, seinem besten, eine Wertung über Matts Streichdurchgang zu erreichen. Mehr Bewegung gab's weiter „unten“, Plätze 6-12 etwa, wo bis zum letzten Durchgang um den Einzug ins Finale gekämpft wurde.

Die Japaner etwa, zunächst alle ganz oben, mußten sich bis auf Naruke, der sehr konstant flog,

knapp geschlagen geben. Schweiker und Hoppe lagen zunächst punktgleich mit Frackowiak und Cunningham. Die konstant guten Flüge der Deutschen gaben letztlich den Ausschlag für den Einzug ins Finale. Dave Brown und Ivan Kristensen arbeiteten sich langsam, aber sicher nach oben. Pech für Frackowiak, der mit nur 1 winzigen „Prozent“punkt Differenz letztlich 9. hinter Brown wurde. Er nahm's gelassen.

Tabelle Runde 1 - 4

1. Durchgang	% Punkte	2. Durchgang	% Punkte	3. Durchgang	% Punkte	4. Durchgang	% Punkte
1. Prettnner (A)	1000	Prettnner	2000	Prettnner	3000	Prettnner	3000
2. Matt (LI)	959	Matt	1943	Matt	2917	Matt	2958
3. Hatta (JAP)	933	Lossen	1875	Lossen	2844	Lossen	2860
4. Lossen (D)	930	Naruke	1856	Naruke	2782	Naruke	2817
5. Naruke (JAP)	926	Schweiker	1845	Kristensen	2773	Kristensen	2800
6. Suzuki (JAP)	912	Kristensen	1821	Schweiker	2767	Schweiker	2800
7. Cunningham (USA)	918	Hoppe	1818	Hoppe	2760	Hoppe	2792
8. Hoppe (D)	918	Cunningham	1807	Brown	2743	Brown	2767
9. Frackowiak (USA)	910	Brown	1796	Cunningham	2709	Frackowiak	2766
10. Schweiker (D)	910	Hatta	1785	Suzuki	2700	Suzuki	2731
11. Kristensen (CAN)	897	Frackowiak	1767	Frackowiak	2696	Cunningham	2721
12. Brown (USA)	892	Suzuki	1764	Hatta	2695	Hatta	2708
13. Degotte (BEL)	877	Degotte	1748	Degotte	2618	Degotte	2675
14. Peyer H. (CH)	874	Peyer A.	1704	Binks	2571	Binks	2616
15. Peyer A. (CH)	858	Kronlachner	1688	Peyer A.	2569	Peyer A.	2589
16. Kronlachner (A)	847	Binks	1677	Kronlachner	2541	Malfait	2551
17. Gagnon (CAN)	830	Gagnon	1676	Gagnon	2503	Kronlachner	2541
18. Binks (GB)	828	Malfait	1658	Malfait	2497	Di Biaggio (I)	2540
19. Giezendanner (CH)	805	Somenzini (ARG)	1620	Peyer H.	2439	Gagnon	2529
20. Malfait (F)	796	Burgess (GB)	1612	Lippi (I)	2435	Somenzini	2502

14. F.A.I.-Weltmeisterschaften für funkgesteuerte Motor-Kunstflugmodelle, Klasse F3A, vom 8. bis 14. September 1985 in Flevohof/Niederlande

Ergebnisliste Einzelwertung (die ersten 50 der insgesamt 78 Teilnehmer)

Platz	Name	Land	Punkte
1	Prettner H.	Austria	4998
2	Matt W.	Liechtenstein	4958
3	Lossen B.	FRG	4838
4	Naruke G.	Japan	4753
5	Kristensen I.	Canada	4731
6	Schweiker W.	FRG	4730
7	Hoppe G.	FRG	4659
8	Brown D.	USA	4629
9	Frackowiak A.	USA	2766
10	Suzuki S.	Japan	2731
11	Cunningham D.	USA	2721
12	Hatta H.	Japan	2708
13	Degotte	Belgium	2675
14	Binks K.	United Kingdom	2616
15	Peyer A.	Switzerland	2589
16	Malfait P.	France	2551
17	Kronlachner H.	Austria	2541
18	Di Biaggio M.	Italy	2540
19	Gagnon J.	Canada	2529
20	Somenzini M.E.	Argentina	2502
21	Peyer H.	Switzerland	2478
22	Burgess S.	United Kingdom	2450
23	Verion G.	Belgium	2442
24	Piorun H.	Canada	2433
25	Lippi M.	Italy	2430
26	Kowarz H.	Austria	2416
27	Briggs G.	United Kingdom	2386
28	Lysaght S.	Australia	2383
29	Giezendanner E.	Switzerland	2377
30	Scatena L.	Italy	2368
31	Beek J. van	Netherlands	2324
32	Bossum N.	Norway	2317
33	Matt L.	Liechtenstein	2312
34	Vazques Vazques S.	Mexico	2292
35	Jemtgaard T.	Norway	2289
36	Lafite A.	France	2279
37	Zardini JP.	Belgium	2270
38	Stowell G.	PNG	2270
39	Holm K.	Sweden	2270
40	Johansson A.	Sweden	2269
41	Kunkel P.	Liechtenstein	2239
42	Edwards E.	Australia	2214
43	Gerard L.	Luxembourg	2205
44	Brennan P.	Ireland	2193
45	Vliet J. van	Netherlands	2193
46	Verhoeven R.	Netherlands	2178
47	Nilsson J.	Sweden	2176
48	Whiteman P.	Australia	2174
49	Quintanilla M.	Mexico	2165
50	Falco D.H.	Argentina	2162

Mannschaftswertung

Die besten Teams nach 3 gewerteten von 4 Durchgängen

Land	% Punkte
1. Bundesrepublik Deutschland	8452
2. Japan	8256
3. USA	8254
4. Österreich	7957
5. Kanada	7762
6. Liechtenstein	7509
7. Großbritannien	7452
8. Schweiz	7444
9. Belgien	7387
10. Italien	7338

28 Teams insgesamt

Alle 3 Deutschen im Finale, ein großer Erfolg.

Werner Schweiker, der, nach den Berichten über die vorangegangenen WM's, manchesmal unterbewertet worden war, hat es im 3. Anlauf geschafft.

Damit war unsere Mannschaft mit Mannschaftsführer E.P. Kattelmann Team-Weltmeister, klar vor Japan und den USA.

Im nächsten Heft geht's weiter. Wir befassen uns kurz mit den Finalflügen, wollen aber vor allem die Spitzenmodelle dieser WM mit ihren wesentlichen Daten näher vorstellen und hoffen auf Stellungnahme einiger Fly-Off Teilnehmer zu dieser WM, zum Programm, zu den Model-



Lärmmessungen obligatorisch. Als der Herr aber nach der Landung zu den Modellen eilte, um sie mit einem medizinischen Stethoskop abzuhorchen, hielten es viele für eine Witzeinlage. Die Prüfung diente jedoch der Suche nach einem verborgenen, verbotenen Kreisel. Es gab keine.

len und der weiteren Entwicklung des F-3A Kunstflugs.

Bericht Günter Ellerbrock
Fotos M. Šíp

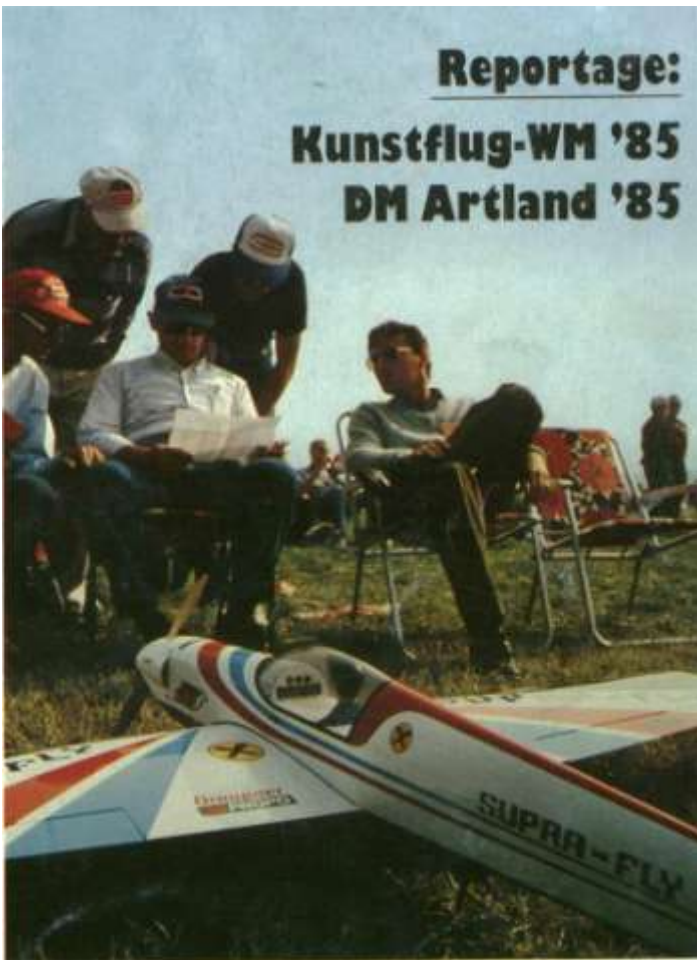


Die „Supra-Fly“ von Hanno Prettner. Ein eher kleines Modell ohne auffällige Besonderheiten. Für den Sieg von Prettner war wohl auch nicht sein neues Modell ausschlaggebend. Solche Exaktheit und Perfektion, mit der er konstant in jedem Durchgang sein Programm flog, die lassen sich nicht in ein Modell „einbauen“. Sein verdienter, in der Reihe vierter WM-Titel wurde in unzähligen Trainingsstunden auf seiner Klagenfurter Heimatpiste vorbereitet



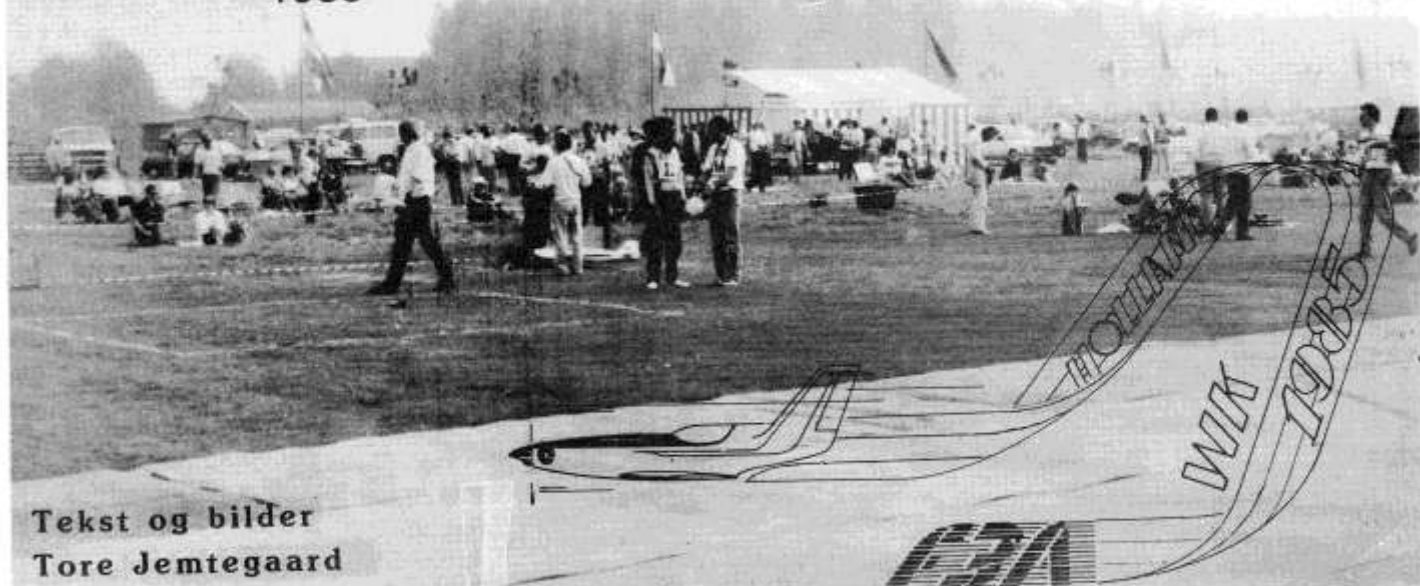
Bertram Lossen hatte zweimal Pech im Finale: Einem unerschudeten „Stolperstart“ mit Motorabsteller auf der welligen Piste folgte noch eine verpatzte Figur.

Reportage:
Kunstflug-WM '85
DM Artland '85



14th R/C AEROBATICS WORLD CHAMPIONSHIPS 1985

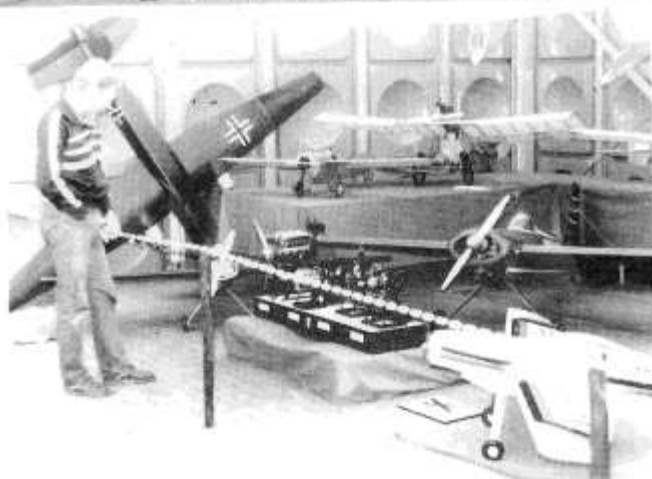
SEPTEMBER 8-14 FLEVOHOF THE NETHERLANDS



**Tekst og bilder
Tore Jemtegaard**

Vi var i år fire nordmenn som reiste forhåpningsfulle til Nederland og til verdensmesterskapet i kunstflyging. Dette var det 14 VM i historien og mesterskapet ble holdt på Flevohof noen mil nord for Amsterdam. Kjell Tore Pettersen og hans bedre halvdel, Ingrid, valgte å kjøre bil hele den lange veien gjennom Danmark og Tyskland. Ja-ja, når man har amerikaner med air-kondisjon så! Nils Øystein Bossum og undertegnede benyttet et noe simplere framkomstmiddel og valgte derfor å ta Klei ferga halve veien.

Hele 28 land og 78 piloter var påmeldt, og alle kjendisene som Hanno Prehner, Wolfgang Matt, Dave Brovn o.s.v. var tilstede med sine nydelige flyveapparater. Arrangørene hadde reist en stor hall for anledningen som rommet kafeteria, forskjellige utstillinger, og langbenker for kontroll av modellene og god plass til folk. Ute ved selve flystripene var det også satt opp telt



Inne i en stor hall var det rigget opp en stor modellflytstilling. Det virket som om hollenderne var spesielt interessert i store modeller.

som ly i tilfelle regn. Heidigvis ble det ikke noe bruk for disse. Men det viser at arrangørene hadde lagt ned en masse arbeid for å få til et bra stevne. Innkvarteringen var det heller ikke noe å si noe på. Hvert land hadde sin egen bungalow med tre soverum og kjøkken/stue. Like utenfor dora lå svømmebasenget og ventet.

Det kan nå høres ut som det å være med i et så stort stevne som dette bare består i å ligge på bassengkanten og dra seg. Men virkeligheten er nok noe annen. Vi var pent nødt til å stå opp kl.6.00 hver dag for å nå senderinnleveringen og frokosten. Så var det flyving hele dagen like til middag. Det er klart vi ble slitne, for det var aktivitet på to rullebaner samtidig og disse lå med ca. 1 km. avstand i fra hverandre.

Nils Øystein Bossum blir intervjuet av utenlandsk presse. Reporteren tok flere bilder av Bossum og flyet.



Vi var veldig spente på hva slags modeller folk benyttet til dette nye TURNAROUND programmet og hvilken flystil det ble satset på. Dette var nemlig det første VM etter dette programmet. Riktignok var både Nils Øystein og jeg selv med på EM i fjor, men da var jo ikke store land som Japan og USA med. For å ta USA først så bestod deres lag av Dave Brown, Tony Frackowiak og Bill Cunningham. Dave og Tony fløy samme type modell konstruert av Tony. Modellen var bygget helt av balsa, var trukket med film og virket lett. Dave hadde en OS 120 firetakter som dro modellen bra. Det var



Kanadierne og selvfølgelig Japanerne benyttet også denne motoren. Japanerne hadde i tillegg variabel pitch propell som betyr at vridningen på propellbladene kan forandres via en servo og fra senderen. Det var virkelig artig å se hvor effektiv den var. Særlig Gilchi Naruke fra Japan hadde volsom fart på sine modeller. Øvelsene ble store og med ganske skarpe kanter. Men selv med den store farten var det fantastisk å se hvor hurtig modellen bremses ned f.eks. etter at han hadde trukket opp etter to motsatte roller og skulle inn i spinn. Hvilken som helst av våre modeller hadde sellet mange hundre meter forbi dommerne mens Naruke's Aurora bremses opp og gikk inn i spinn rett foran seg. Disse propellene har sannelig noe for seg.



To av amerikanerne brukte disse modellene. De var meget pene og lette. Amerikanerne var hyggelige, og vi pratet en del med dem.

Selvfølgelig flere deltakere med firetaktere, men Dave var faktisk den personen som kom best med denne motortypen: en åttende plass. Desto mer kraft hadde Tony. Han benyttet en for oss ganske ukjent motor, nemlig en Yamada 60. Det var flere av toppene som benyttet denne motoren og den var virkelig noe av det kraftigste vi har sett. Motoren har en voldsom stor åpning i forgasseren og for å hjelpe på med fuel tilførselen, tas det trykk fra bunnkassen inn i tanken. Under forgasseren sitter en reduksjonsventil som sørger for riktig trykk.



Det ble benyttet en del firetaktere under dette VM'et, men det helt store gjennombruddet har ikke disse motorene fått ennå. Dette er modellen til Henry Piorun fra Canada.

Selv om en del benyttet firetaktere virker det ikke som om den har slått helt igjennom. Det var spesielt i vind at vi kunne se at de som hadde denne motortypen hadde problemer. Det ble lett for lite

Japanerne hadde de sjønneste modellene i dette VM etter vår mening. Denne modellen var Narukes B-modell "Aurora", den hadde motivlakkering av hollandske vindmøller på vingen!





Finnene stilte med fullt lag. Island var også meldt på men møtte ikke opp.

J. Poikkelin flyr Joker, som vel var det flyet som var mest benyttet.

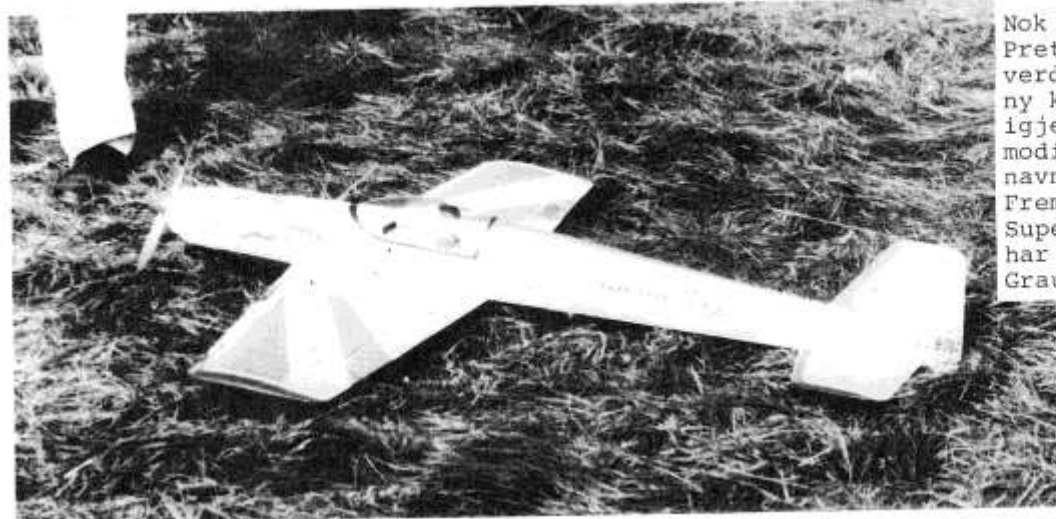
effekt og for liten fart. I sterk sidevind, som det var to av dagene, kunne vi se at den beste medisn var hastighet. Og dette hadde kun de som flyv strømlinjeformede modeller med spreke totaktsmotorer. Det ser ut som om dette er den kombinasjonen de fleste satser på. Litt synd mener mange, for med innføringen av dette programmet var det mange som håpet at flyvingen ville gå noe roligere for seg. Men det viser seg at skal våre små modeller fly noenlunde pent i vind, må vi ha sikker fart for å holde retningen og fasongen.

De siste dagene blåste det voldsomt og vindretningen var 90 grader på rullebanen. Slik var det også under finalen og dette var litt synd, for ingen kan levere perfekte flukter under slike forhold. Men på en annen side ville vi virkelig få se hvem som er den beste piloten og best til å korrigere for sidevind.

Den regjerende verdensmesteren Hanno Prettnner hadde ny modell i år igjen. Denne hadde fått navnet SUPRA-FLY og var vel egentlig en modifisert Calypso. Modellen virket liten med lang hale og korte rorflater. Men den var virkelig pen og vil sikkert bli like populær som hans foregående konstruksjoner. Prettnner holder fremdeles på totakttere, en Supertigre og en stor tobladet propell var modellens drivkilde.

Vi var litt skuffet over flyvingen hans de første omgangene. Tydlige og tildels grove feil ble gjort. Spesielt synes jeg han jukset følt i øvelsen "Dobbel Inmelmann". Her floy han for kort etter den første rollen og rett etter utførte en stor utvendig loop, slik at den andre rollen kom omtrent midt under den første loopen. Men alle kan feile (heldigvis), og vi så senere at han virkelig er en dyktig pilot. Prettnner tok ganske snart ledelsen men ble truet av andre gode piloter som Wolfgang Matt og Bertram Lossen. Poengene lå i det hele tatt meget tett sammen like før finalen og det ble noen spennende timer da de åtte beste skulle fly finale. Se resultatlisten for hvordan det gikk.

Som lagleder må jeg si meg fornøyd med den norske innsatsen. Tross mye motorproblemer klarte Nils Øystein å holde nervene i sjakk og ble beste nordmann på en 32 plass. Superplasseringen fra EM i fjor, da han ble nr.13, hadde vi ikke regnet med å gjenta. Det er jo mange flere nasjoner med i et VM. Spesielt er laglederen fornøyd med sin egen innsats...det ble en 35 plass og ikke langt etter lå Kjell Tore på en 53 plass. Dette førte til at vårt lag igjen er best av de nordiske landene. HURRA!



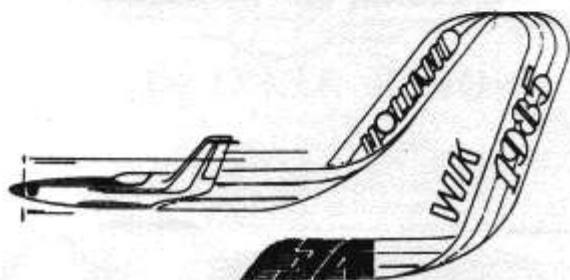
Nok en gang ble Hanno Prettnner fra Østerrike verdensmester. Han hadde ny konstruksjon i år igjen. Det var en noe modifisert Calypso med navnet Suprafly. Fremdeles bruker han Super Tigre 61 men har nå gått over til Graupner radio.

RESULTATER

ICL Computers Place	World Championship F3A Startnr. Name	Board Country	Points
1	7	Prettner H Austria	4998
2	45	Matt W Liechtenstein	4958
3	26	Lossen B FRG	4858
4	42	Naruke B Japan	4753
5	13	Kristensen I Cana	4731
6	27	Schweiker W FRG	4730
7	25	Hoppe G FRG	4659
8	76	Brown D USA	4629
9	74	Frackowiak A USA	2766
10	43	Suzuki S Japan	2731
11	75	Cummingham D USA	2721
12	44	Hatta H Japan	2708
13	12	Degotte Belgium	2675
14	71	Binks K United Kingdom	2616
15	64	Peyer A Switzerland	2589
16	24	Malfait P France	2551
17	9	Kronlacher H Austria	2541
18	41	Di Biaggio M Italy	2540
19	14	Gagnon J Canada	2529
20	1	Somenzini M E Argentina	2502
21	63	Peyer H Switzerland	2478
22	72	Burgess S United Kingdom	2450
23	11	Merion G Belgium	2442
24	15	Piorun H Canada	2433
25	40	Lippi M Italy	2430
26	8	Kowarz H Austria	2416
27	73	Briggs G United Kingdom	2386
28	5	Lysaght S Australia	2383
29	62	Giezendanner E Switzerland	2377
30	39	Scatena L Italy	2368
31	33	Beek J van Netherlands	2324
32	54	Bossum N Norway	2317
33	46	Matt L Liechtenstein	2312
34	50	Vazques Vazques S Mexico	2292
35	53	Jemtgaard T Norway	2289
36	23	Lafite A France	2279
37	10	Zardini JP Belgium	2270
38	56	Stowell G PNG	2270
39	59	Hola K Sweden	2270
40	61	Johansson A Sweden	2269
41	47	Kunkel P Liechtenstein	2239
42	4	Edwards E Australia	2214
43	48	Gerard L Luxembourg	2205
44	36	Brennan P Ireland	2193
45	34	Vliet J van Netherlands	2193
46	35	Verhoeven R Netherlands	2178
47	60	Nilsson J Sweden	2176
48	6	Whiteman P Australia	2174
49	52	Quintanilla M Mexico	2165
50	2	Falco D H Argentina	2162
51	51	Blake L Mexico	2157
52	49	Dockendorf E Luxembourg	2149
53	55	Pettersen K Norway	2145
54	3	Ishkantan R Argentina	2121
55	17	Christensen P Denmark	2107
56	37	Keane R Ireland	2107
57	77	Gomez Ricardo Venezuela	2101
58	19	Poikelin J Finland	2072
59	38	Barret N Ireland	2047
60	20	Kippo T Finland	2024
61	16	Toft E Denmark	1957
62	69	Bunphenboon S Thailand	1900
63	78	Gomez Rafael Venezuela	1876
64	22	Bossard C France	1844
65	70	Voneprasert P Thailand	1837
66	18	Andreasen P Denmark	1771
67	21	Jyrakoski P Finland	1741
68	32	Quevedo J III Guatemala	1713
69	67	Koken A Turkey	1645
70	66	Beş N Turkey	1644
71	65	Ure A Turkey	1602
72	58	Catalano E Spain	1591
73	68	Techavipark S Thailand	1519
74	57	Soriano J Spain	1409
75	31	Quevedo J II Guatemala	1372
76	30	Papaspiroy K Greece	1303
77	28	Kypris G Greece	1121
78	29	Martinos A Greece	1032



WORLD CHAMPIONSHIPS



En kunne skrive hundre sider om alt som hendte oss på denne turen, men håper dere har fått et lite inntrykk av årets verdensmesterskap. Ellers vil jo bildene fortelle mer enn ord. Jeg sitter igjen med bare gode minner fra stevnet som var bortimot perfekt arrangert og takker NAK som var med på å gjøre reisen mulig.

Tore Jemtgaard
pilot og lagleder.