

Newsletter

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March to July 1999

Welcome to the first edition of the AHA Newsletter for 1999. A little late I know, but the curse of the AHA editor has struck again - more on that later. I am proud to have taken on the role of newsletter editor for this organisation and am grateful for the excellent work Pete Christy has done in this role over the last few years. I'd also like to thank Pete for the 1998 end of year edition, and the continued contributions.

This issue focuses on the World Championship Team Trials, held during March at two different venues. These two events decided the pilots to represent the United Kingdom at the World Championships, to be held in Poland from 12th to 21st August 1999. I believe everyone is united in backing the team selected as a good choice and without a doubt, not wanting to add any undue pressure, I believe they will be the best prepared team ever to have represented the United Kingdom. Whilst I hope for even higher results than before, there is a tremendous amount of hard work (and a strong element of luck) needed to achieve this. The Japanese and Americans will be very hard to beat, but hopefully the British team, both as individuals and collectively, will return having increased our rankings on the world stage. I wish the team and all who are supporting them the very best of luck!

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The unsung heroes - the judges for Tring.

PHOTO BY KEVIN BOULDEN

First Leg - Tring

The first leg was due to be held at Chesham Model Flying Club on 7th March. Unfortunately, although not unexpected, the weather put fowl to this, leaving the local pub as a natural venue - purely to shelter from the rain, I'm sure. The reserve date for Tring was 14th March and thankfully the weather co-operated on this occasion.

Round 1 - when the flying begun, the long layoff over winter was evident in everyone's flights with the first round getting everyone back into the swing of things. The first flight round of the day welcomed a new entrant into F3C competition in the form of Dave Fisher from Norfolk, pictured right. Whilst new to F3C his background in 3d flying helped ease the transition. I am sure we'll be seeing more of Dave in the future.

The order of flying and scores for the first round were:

1. Mark Tilbury 233
2. Mark Christy 259
3. Dave Fisher 113.5
4. Ian Doney 238
5. Dave Wilshere 266
6. Noel Cross 238.5
7. Lee Elborn 256
8. Trevor Wallinger 121.5

Dave Wilshere (X-Cell) came first in this round beating the now 'legendary' Mark Christy. Taking it all in his stride, Dave even said the judges were kind to him, too modest by far. There were unconfirmed reports from a certain Mr T, indicating a stack of money had passed hands to achieve this - I'm not sure if the implication was concerning the judges or the quantity of fuel burnt whilst practising - either way I thought it prudent not to explore further and am backing the burnt fuel option! Mark Christy (Hirobo) and Lee Elborn (BMT) followed closely with Noel Cross (Robbe) in fourth and Ian Doney (X-Cell) only half a



UK F3C Rain Avoidance Regulations!

PHOTO BY PETE CHRISTY



Dave Fisher at his first F3C competition.

PHOTO BY PETE CHRISTY



Dave Wilshere locked in the hover.

PHOTO BY PETE CHRISTY

point behind him. Mark Tilbury (X-Cell) completed the first six. The most impressive aspect of the first round was how close these top six were, from Dave Wilshere on 266 to Mark Tilbury on 233.

Trevor Wallinger (Robbe) was unlucky in suffering an engine problem (lost conrod) which called an early finish to his flight after only the first aerobatic manoeuvre. Being without the luxury of a backup machine meant this was his one and only flight of the day. Trevors' pictured right with the famous millennium - it's so good Robbie Williams wrote a song about it!

Round 2 saw Mark Christy take the top spot with Lee Elborn close behind. Dave Wilshere was in third place only 2 points behind Lee. Amazingly Mark Tilbury was only 1.5 points behind Dave. This was turning out to be an incredible scrap with the smallest margins separating the competitors.

Noel Cross and Ian Doney were in fifth and sixth place respectively leaving Dave Fisher in seventh. DF's score would have been higher had he flown the aerobatic manoeuvres, but his flight ended after the hovering section.

Unfortunately Trevor Wallinger was grounded for the rest of the day due to his earlier engine problems.



Trevor Wallinger with the Millennium.

PHOTO BY KEVIN BOULDEN



Noel Cross with Robbe Futura SE.

PHOTO BY KEVIN BOULDEN

The second round scores were:

- | | |
|---------------------|-------------|
| 1. Mark Tilbury | 269.5 |
| 2. Mark Christy | 279.5 |
| 3. Dave Fisher | 74 |
| 4. Ian Doney | 234 |
| 5. Dave Wilshere | 271 |
| 6. Noel Cross | 244 |
| 7. Lee Elborn | 273 |
| 8. Trevor Wallinger | did not fly |

Round 3 - going in to the final round the top two places seemed fairly safe but third and fourth were going to be close fought and were still up for grabs. Again Mark Christy put in the best flight to give the highest score of the day at 293. Mark Tilbury gave an excellent performance to place second with 282. Dave Wilshere and Lee Elborn were third and fourth respectively with only 2 points separating them. Ian Doney was fifth with Noel Cross sixth, and Dave Fisher, at his first F3C competition was seventh.

The third round scores were:

- | | |
|---------------------|-------------|
| 1. Mark Tilbury | 282 |
| 2. Mark Christy | 293 |
| 3. Dave Fisher | 124.5 |
| 4. Ian Doney | 261 |
| 5. Dave Wilshere | 276.5 |
| 6. Noel Cross | 247.5 |
| 7. Lee Elborn | 274.5 |
| 8. Trevor Wallinger | did not fly |

Overall the best two rounds for each pilot produced the following order list:

- | | |
|---------------------|---------|
| 1. Mark Christy | 2000.0 |
| 2. Dave Wilshere | 1969.59 |
| 3. Lee Elborn | 1939.15 |
| 4. Mark Tilbury | 1926.68 |
| 5. Ian Doney | 1785.52 |
| 6. Noel Cross | 1769.60 |
| 7. Dave Fisher | 851.61 |
| 8. Trevor Wallinger | 456.77 |



The Leicester Judges

PHOTO BY PETE CHRISTY

Second Leg - Leicester

I was unable to attend the Leicester leg, but on the next page are Pete Christy's views on the day - thanks again Pete.

The overall ranking from the Leicester rounds was:

- | | |
|------------------|---------|
| 1. Mark Christy | 2000 |
| 2. Mark Tilbury | 1979.88 |
| 3. Dave Wilshere | 1919.52 |
| 4. Lee Elborn | 1847.05 |
| 5. Ian Doney | 1778.67 |

Final Team Positions

So the overall positions and therefore the UK 1999 World Championship Team Trials gave the following result:

- | | |
|---------------------|---------|
| 1. Mark Christy | 4000 |
| 2. Mark Tilbury | 3906.56 |
| 3. Dave Wilshere | 3889.11 |
| 4. Lee Elborn | 3786.2 |
| 5. Ian Doney | 3564.19 |
| 6. Noel Cross | 1769.6 |
| 7. Dave Fisher | 851.61 |
| 8. Trevor Wallinger | 456.77 |

The top three: Mark Christy, Mark Tilbury and Dave Wilshere will be representing the UK with Lee Elborn acting as reserve. Gavin Duke has kindly taken the position of Team Manager.

We should all say a big thank-you to the team trials event organisers, score keeper, CD and the judges. Tring judges: Bob Vickers, Trevor



The Miniature Aircraft Team.

PHOTO BY KEVIN BOULDEN



Lee Elborn's Intrepid by Bergen Machine and Tool

PHOTO BY KEVIN BOULDEN



Mark Christy's Hirobo Hawk

PHOTO BY KEVIN BOULDEN

Skedje, Paul Hillman, Martin Goodland and Adrian Richmond.
Leicester judges: Ali Newman, Paul Hillman, Bob Dawson & Martin Goodland.

Live F3C Coverage

Want to see the World Championship results as they happen - then visit the following web sites:

Curtis Youngblood's site, updated daily by Julie, USA Team coverage - <http://www.CurtisYoungblood.com>.

Kevin Boulden's site, updated daily, focusing on the UK Team and F3C history - <http://www.btinternet.com/~aspenadvertising/>

Both sites feature links to other sites with the complete results for all 73+ pilots.



The 1999 U.K. Team



Ian Doney



Leicester Pits



Noel Cross at the Ready

Leicester Views by Pete Christy

The second leg was held in sunny, but very windy conditions. Nobody flew particularly brilliantly, but the conditions were far from ideal. Mark Tilbury had a lucky escape in the first round when his engine cut without warning, just as he was entering the loop with half rolls! The resulting auto vanished over the side of the hill, he was extremely lucky not to damage the model. He flew his reserve for the rest of the contest. Lee put up a valiant fight for the last place, and was certainly more consistent than Mark T, but couldn't quite match Mark's best flights. Lee Elborn was plagued with a tail-wag in the first round. It appeared to be caused by a dying tail servo. He replaced the servo for the second round, but failed to reset his gyro gain. He'd reduced it in round 1 to stop the wag. As a result, the model almost flipped round during the pull-back, costing him a lot of points, and possibly his team place. In the final round, both Mark Christy and Dave Wilshere elected to fly their reserve models, and both demonstrated precisely why those models were the reserves!!! Mark got caught by some very strong winds, and almost failed to get his auto even inside the square - very unusual for him! Ian Doney has improved considerably over the winter months. For the second leg, he had ditched his Webra engine in favour of an OS 61 SXH. He was still running it in at Leicester, and hadn't quite got the model set-up right for it, but nevertheless put on a very good round.

Luckily for Mark Tilbury, he managed to get his act together in the second and third rounds. With Mark Christy and Dave Wilshere flying their reserve models, he put on a storming flight to win the final round and secure his place in the team.

Mark Christy and Dave Wilshere were the two most consistent pilots during the trials, but none of the entrants was on top form.

The long winter lay-off was showing! Paul Hillman (Senior Judge) suggested we pull the flags up after the first round at Leicester, as no-one was taking any notice of them.....!!!



Mark Christy and Lee Elborn



Napping Lee Elborn



Crowd of Spectators

PICTURES FROM TRING AND LEICESTER



PHOTOBY PETE CHRISTY

Leicester was the one to visit.



PHOTOBY PETE CHRISTY

Everyone enjoyed the food.



PHOTOBY PETE CHRISTY

Mark Tilbury



PHOTOBY PETE CHRISTY

Tring Pits - Mark Christy



PHOTOBY PETE CHRISTY

Ian Doney impressing the judges



PHOTOBY PETE CHRISTY

What's in your burger then?



PHOTOBY PETE CHRISTY

Noel Cross



PHOTOBY PETE CHRISTY

Lee Elborn



PHOTOBY PETE CHRISTY

Ian Doney hovers, Mark T gets spiritual!



PHOTOBY PETE CHRISTY

A flock of X-Cells



PHOTOBY PETE CHRISTY

The Eagles



PHOTOBY PETE CHRISTY

It's a wonder any flying was done!



PHOTOBY PETE CHRISTY

Last Orders



PHOTOBY PETE CHRISTY

Leicester Pits



PHOTOBY PETE CHRISTY

Awaiting the Results



Mark Christy's Tring Auto

PHOTO BY KEVIN BOULDEN



Mark Christy Hovering

PHOTO BY KEVIN BOULDEN

Mark Christy awarded The President's Trophy, sponsored by Rolex.

The trophy is awarded annually to a "young person" (under 21) for "outstanding performance or achievement" in some field of aviation. The winner gets to keep a replica of the official trophy. Mark was presented with the trophy by Prince Andrew (President of the Royal Aero Club) at the R.A.C. annual awards ceremony at the RAC in Pall Mall on the 17th of March 1999. Congratulations Mark!!!



Prince Andrew and Mark Christy

A Little Rolex History

Rolex invented both the wristwatch and the waterproof wristwatch. Today over 750,000 Rolex watches are made per year, and whilst not the best made (Patek, A. Lange, Jaeger-LeCoultre, IWC are considered to be of superior craftsmanship) they are certainly the best known and as such enjoy the highest resale value. Rolex requires factory production methods to produce so many watches, rather than the perceived hand made approach. The Rolex Daytona being the only exception to this, of which 1500 are made per year.

Surprisingly, Rolex has been owned by the same two families (and its successor trusts) for its entire existence. During this

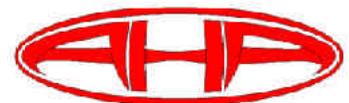
time the company has essentially had only 2 chief executives (the third came to power in 1997). A little known fact is that most of the profits made through the sale of Rolex watches go to good causes. As mentioned above, the company is owned by two family trusts. The larger one (the Wilsdorf family trusts) gives a fixed sum to the remaining members of his family but the majority is given to charitable causes; including a high school in his home town and the watchmakers school in Geneva.

A well known offering from Rolex is the GMT, which has both 12 and 24 hour hands, enabling it to tell the time in two time zones simultaneously, great for pilots and international travellers. Indeed it's the pilots for whom the GMT was

originally manufactured. Initially commissioned by Pan American Airlines back in the 60's for their own commercial aviators. Rolex designed the watch to Pan-Am's requirements, and sold them to the company. So each Pan-Am pilot was issued a free company Rolex! The only trouble was local management, who were a tiny bit jealous, and thought of the pilots as having: the glamour, the away trips, the new planes and now a free Rolex. So what did they do, they took the watches for themselves, so the pilots went without, leaving the local managers happy. But not for long, because when senior management found out, orders were handed down for the immediate return of the Rolex's, and to then be issued to the pilots.

THE AEROBATIC
HELICOPTER
ASSOCIATION
NEEDS YOU

Please, please, please send in your articles - pictures, stories, views, questions - anything that might be relevant to the AHA newsletter. You can email, post or even phone up and dictate them to me. We especially need event reports. Full credit will be given for all supplied items.



Editor's Curse

It's happened again - the AHA Editor's Curse has struck. I've recently taken redundancy, following the financial problems at my previous employer - not to mention other small issues the company suffered, such as the technical director (co-founder) leaving the country to go and start again in South Africa. I took the 1999 AHA Editors role last AGM, having settled into my new career, Business Web Database Development. A previous redundancy in 1997 took me out of the much simpler Apple/Pre-Press Industry, so I had much new to learn. Anyway, the summer of '98 was good to me, I spent much of my time working from home, stayed ahead of most deadlines and was often out the front door at 5pm with a heli or two in hand. Enjoying this lifestyle through summer, I was itching to get back into the rc heli scene on a more regular basis - hard to do in the Portsmouth area when we keep losing flying sites.

So I gladly accepted the AHA role, although delayed starting until the new year as a house move was due December 1998. Unfortunately the house move was the beginning of a dramatic increase in my work schedule, leaving little time to fly my beloved shuttles. In fact I still haven't flown one of my heli's this year, I haven't even unpacked them since the house move! I should thank Steve for all the goes on his shuttle's - as well as apologising for the undue stress I put his machines under resulting in a few screws detaching in flight, one leaving a little chip in his nice new blades - sorry Steve.

When I took redundancy this year my efforts focused heavily on what to do next: E-commerce Development, Business Database Applications, a tea and cake shop on the Isle of Wight or back to Pre-Press. Whilst looking around I started doing some freelance Web Site / E-Commerce Design which is showing enough potential to justify starting a company. I'll continue with this while trying to make my mind up where to go next - really I hope to take an easy month out to build some heli's and empty out the garage - once that is in order I shall get back to my career! Till the next newsletter, happy hovering.

1999 Diary

August

World Championships in Poland, the 12th to the 21st of August. It is being held at Deblin, which is their Air Force academy, I'm told, about 100Km outside Warsaw. See next issue for coverage.

October - dates in next issue

The bi-annual Charmouth fly-in. Not to be missed! 3 day event held over Friday, Saturday and Sunday. Usual competitions, free-peg, fun fly etc.

1999 X-Games in San Francisco



I've been having many late nights recently and in waiting for files to download or software to install I switched on the telly looking for entertainment. Channel 5 provided it a plenty in the form of the 99 X-Games coverage from San Francisco. It seems to be on through July and August normally between 1am and 4am in the morning. I am truly impressed by the whole X-Games scene. A few of the events are race based, but the majority are stunt/trick orientated, always with an athletic orientation (rules most of us

heli-flyers out!). The obvious ones are skateboards and BMX bikes, which have freestyle trick competitions run on street courses and the U-pipes. It's truly amazing how committed the top riders are to the chosen sport - all risking life and limb in the pursuit of excellence - some of the riders have had too many serious accidents to mention. The other events include: sky-diving, artificial rock climbing, aggressive in-line skating and down-hill board racing etc.

One event that really stood out was the Freestyle Moto X competition which was dominated by a 15 year old called Travis Pastrana. The event entails riding around a man-made dirt arena with various ramps and jumps. The riders use the ramps to get vertical air and then when up in the heavens they pull tricks on the bike. Now Travis could jump the bike up and then whilst in the air lay back on the bike with arms and legs stretched out as if it were a sun-bed then gathers it all up and lands as smooth as a Mark Christy auto. Another trick named 'the rodeo' again takes place in the air, with the rider jumping the bike up and then lifting his legs up over the handle bars, raising one hand in the air and using the other hand to grab the handle bars between his legs, and again he gets back on the seat into a more conventional riding position ready for the landing. The best riders were managing 8 or more jumps in a 90 second run. The crowds, riders, commentators and sponsors all seemed to be having a wail of a time.

Except for the athletic requirements aerobatic model helicopter flying has all the ingredients of a great X-Game as anyone who witnessed the 1998 Potting Cup (Bob v's Curtis) can testify. But we have one major advantage with model helicopters over the athletic orientated X-Games - the simulator - to some a 'cursed device' who's enjoyment factor ranks with train spotting - but to many others a great learning aid to helping the pilot become more proficient, more quickly and less costly.

Final thought - I am in no way suggesting you should become more involved (physically attached) with your helicopter during aerobatics - that would be plane crazy! (dreadful Pun intended).

The RC Simulator helped me learn aerobatics

I started flying with electric heli's in 1985, and was getting nowhere fast. In December, same year, I moved onto the original shuttle helicopter. I had flown the electric on Mode II, but spent 2 years with the shuttle on Mode I (that's what the shop used), before finally returning to Mode II. Once back I quickly progressed to hovering, nose-in, stall turns and figure of eight circuits. But up to May 1994 I had gone no further. I had not tried to loop/roll, auto or fly circles in front of myself.

At Sandown 1994 I saw Curtis Youngblood fly - my first taste of 3d - it was a defining moment on my hobby. I was dazzled by his flights and now knew how I wanted to fly - I just had to learn how. The next 12 months was a very steep learning curve, which culminated with me flying a pirouetting loop the day after Sandown 1995. I could never have achieved this without the aid of 'the simulator'. So in the next newsletter I will describe how and where the simulator helped with my flying.