



**Above: Sopwith Pup popular subject this year. This 1/4 scale example, by Humphrey Le Grice of South Africa uses Laser 200 power. Top right: previous championship winning Caudron GIII by Pavel Handlik took 2nd place this time 1:5.34 scale, JAP 20cc power. Right: impressively detailed Fokker D.21 by Hans Waasdorp had superb dummy radial engine. 1:5,2 scale, Super Tigre 30cc power. Below right: Feiseler Storch by Ernst Luetenegger at 1/6th scale, had original 15cc twin cylinder motor with twin carbs.**

Caudron GIII of Vladimir Handlik, winner of the last World Championship in 1994.

Of the Brits, Mick Reeves ranked 4th with Sopwith 1 1/2 Strutter, the Sopwith Pup of Jim Reeves 6th and Ian Bryant 28th with D.H. 83 Fox Moth.

Three days of static judging continued in parallel with competition flying, the first to take the Perigeux air being the Zlin 142 of Zhidanov from the Ukrainian Republic, Mick Reeves was 6th on for Britain, logging a score 2nd best for the round behind Germany's Max Merckenschlager, whose 1992 Championship winning Albatross DVa flew superbly.

Jim Reeves gained 4th best flight for the round, which, together with Ian Bryant, left the British team in a very strong position.

Among the "interesting to watch", as opposed to the "clinically competition composed" airborne performances, were the D.H. 89 Rapide Dragon twin engined biplane of Gerard Rutten from Holland ( a tough subject to tackle), the brilliantly realistic Fokker D 21 of Hans Waasdorp, also from Holland and the Kawasaki Ki 100 of Ando Yoshitaka from Japan who sews

the rib lines of the fabric covered tail surfaces with dog's hair, to achieve a realistic effect! ( Hope the donor appreciated doing his bit for his country!).

We also waited eagerly to see the Handley Page Heyford twin of Kurt Lenna from Sweden, but he was flat on his back, sick and emerged in time only to record a 3rd round flight.

Round 2 commenced in the totally dead air of Day 2 (Tuesday) in dull, overcast conditions, which, for the few ducted fan jets in the competition, created visibility problems as these models ate up the sky through procedural manoeuvres which do not really suit them.

The Lockheed T-33A of Daniel Jorda from Spain had beautiful surface detail as did the F-16 by Weiss of Israel (the first time Israel has fielded a team for the Champoinship) and both were based on the Bob Violet kits.

For the Hawker Tempest of Wim Reynders from Belium, it was the end of a long run of world scale championship events, when the motor failed to pick up at the exit from the Decending Circle manoeuvre. Running downwind away from the pilot, with motor stuck on a

**Standing proud before the fall, Wim Reynders' Hawker Tempest 5, which crashed in 2nd round. Fine rivet and panel-line detail.**



**Excellent surface detail was also evident on Ando Yoshituka's Kawasaki Ki 100 - scale 1:5.6, O.S.120FS motor.**

