

Classic TOC Class: New Classic Pattern Event!

There has been no other event that has shaped the face of R/C precision aerobatics like the "International Tournament of Champions". The format brought together the finest FAI pilots from around the world competing for a special trophy, earning a part of history AND prize money. The maneuver schedules required different approaches and design paths creating innovation of model design, control and propulsion systems.

In 1978, the "Tournament of Champions" (TOC) organizer's Bill Bennet of Circus Circus Hotel & Casino, Art Schroeder, Editor of Model Airplane News, Jerry Nelson, Contest Director changed the format from little toy pattern airplanes to scale outline planes with a minimum of 800 square inches for monoplanes, 1200 square inches for biplanes with the maximum size limitation was 2500 for monoplanes. These changes required the invited modelers a tremendous challenge of designing eligible models as well as execute new, more difficult maneuvers.

Hanno Prettner was asked why he chose to make his model to such a large size he said "...I thought it best represented the intent of the contest organizers..." Hanno's model was a 2500 square inch monster Dalotel 165 with (2) Webra .60's with pipes, retracts and was flown at a very constant speed which dwarfed the other models in size and performance. One of my pals, a very respected FAI and IMAC judge said that he arrived at the 1978 event, just in time to see Hanno fly in almost dead calm evening air and say "...the most spectacular flight I have ever witnessed..."

Ed Keck presented the Akromaster at the 1977 TOC as a demo and no fewer than (6) showed up for the 1978 inaugural Prototype pattern event! *Model Airplane News* March 1978 featured the construction article. Most were powered by the Webra .91 on a muffler which allowed the 9 - 10 pound model to "...complete a vertical eight from the bottom with no problem..."

Rusty and his "elves" have a semi-kit available including foam wing/stab/turtle deck and laser cut fuselage/fin and rudder for both glow and electric



Hanno Prettner and his championship Dalotel DM-165.



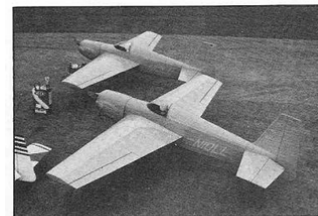
The famous team of Dave and Sally Brown.



Ivan Kristensen flew his CAP 10 to Third Place.



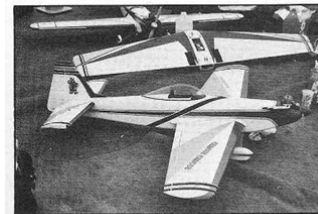
Harold Necker's Zlin Z-50-L, a total of five Z-50-L's were entered including one by Dave Brown.



Dean Koger had a pair of Laser 200's.



This beautiful Zlin 526 AFS belongs to Benito Bertolani.



A neat Spinks Akromaster by Fred Kugel.



Gunter Hoppe's Cranfield A1 has a jazzy pilot.

power. The electric version uses a modest priced out-runner, speed control, 6S batteries and has been re-engineered for plug in wings and a removable top hatch. The foam/wood parts are about \$210 from (all the money goes to the elve's creating the plans, parts and foam).

How about a Zlin 526? Don Lowe and Ken Bonnema designed a .90 sized 950 square inch model, featured in the February 1980 issue of *Model Aviation*. Rusty's "elves" have semi-kits consisting of laser cut balsa/plywood with foam wing/stab/turtle deck for a TOC Akromaster, Zlin 526 includes foam fin and rudder also and we are working on a foam wing for and laser parts for the Ulery Laser 200 for mid-summer availability.

The first contest is tentatively scheduled for late September 2011 at the AMA headquarters in Muncie.
Rusty Dose, Team Futaba