

1986–1996

This period showed very few "main" inventions or spectacular changes in rules etc. Instead it was fine tuning of propellers, engines, pipes and models. Most models were assymetric with laying engines having cylinders pointing outwards, one blade carbon props, metal wings and an increased pipe volume (with diameters above 30 mm), steep end cone and an outlet hole between 4 and 5 mm. And of course that the Rossi era had come to an end and other brands took over.

In 1988 the winning speed was over 300 km/h for the first time with more and more pilots struggle with the high speed flying on 15 metre lines. In 1994, new rules were introduced, making it mandatory to have a shut-off to be used as soon as the official time keeping was finished. The main reason for this was the approach by CIAM to reduce noise in all classes.



Peter Halman GBR



Sergio Tomelleri ITA

1986 Pecs Hungary

1 Aleksandr Kalmykov	USSR	293	Cyclon
2 Sergey Piskalev	USSR	288	
3 Jozsef Mult	HUN	287	

1988 Kiev USSR

1 Aleksandr Kalmykov	USSR	301	Cyclon
2 Sergey Schelkalin	USSR	299	
3 Sergey Piskalev	USSR	299	

1990 Blenod France

1 Carl Dodge	USA	302	Dodge
2 Sergey Kostin	RUS	300	
3 Sergey Schelkalin	RUS	286	

1992 Hradec Kralove Czechoslovakia

1 Sergey Schelkalin	RUS	308	Shelkalin
2 Andrey Bolshakov	RUS	301	
3 Sergio Tomelleri	ITA	300	

1994 Shanghai China

1 Peter Halman	GBR	302	Irvine HS
2 Gerard Billon	FRA	302	
3 Tomasz Rachwal	POL	300	

1996 Norrköping Sweden

1 Luis Parramon	ESP	311	Profi
2 Sergey Kostin	RUS	305	
3 Konstantin Fedotov	RUS	303	



Sergey Kostin RUS



Aleksandr Kalmykov USSR



The 1990 podium with Sergey Kostin, Carl Dodge and Sergey Schelkalin.



Luis Parramon's model.



Successfull 1988 USSR Team; Sergey Piskalev, Aleksandr Kalmykov and Sergey Schelkalin.



Carl Dodge USA