

F3A World Championships

Midvaal Raceway, Meyerton, Gauteng, South Africa



Saturday 10 August 2013

Departure day had finally arrived after 12+ months of planning, practice and preparation. Check-in at Air NZ was 'trying' – no thanks to a person at the check-in counter that was very 'uninterested' in his job. At the Security check for the boxes the officer and baggage assistant were both friendly though, even allowing us to view the screen and explain the internal components of the models. The next time we would see the boxes would be at JNB airport ... hopefully.

Sunday 11 August

After the long flights AKL/Perth/JNB (25+ hrs) on Air NZ and SAA - a very comfortable, roomy plane - we touched down in Johannesburg at 0545 local time. Processing through their very efficient Immigration and Customs was simple ~ just have your photo taken and Passport stamped then it was off to the baggage carousel... no problems; bags rolled around and the boxes had already been brought out. Time to make our way to the rental car depot ... picked up a VW 8-seater van, laid all the seats flat, loaded the boxes and luggage in then we set off on the great Free + Toll-ways, guided by our trusty GPS. The drive to Vanderbiljpark was straight forward although the 'scenery' was a shock after "green-clean" NZ. We found our accommodation - The Aark Guest House - a very nice bed & breakfast. It was an Oasis after the views down from JNB. Our rooms all had an 'African Wildlife' theme and were spacious. Perfect - just what we needed for the next two weeks.



After a welcome drink, in the sunshine by the (cold!) swimming pool – complete with two resident white ducks, we unpacked and headed out to the local shopping centre for something to eat and a few basic necessities – like drinks and nibbles. The rest of the day was fairly relaxed. We went for a drive to check out close practice sites and the

official complex at Midvaal Raceway, Meyerton. We struggled to stay awake so went for an early dinner at about 6pm before retiring.

Monday 12 August

It was a frost and cold this-am but a beautiful sunny day so we made our way over to breakfast - a great selection with hot & cold ~ cereals, juices, fresh fruit, coffee and a menu of hot dishes – eggs (any style), bacon, sausage, omelettes, tomato, mushrooms, and 'C4' spicy mince, and toast.. all very tasty.

After breakfast, it was time to assemble both models. No travel damage was a relief so with both models together, we loaded the VW and ventured out to one of the practice sites we'd checked out yesterday ~ Vaal Radio Flyers, about 15 mins from our Guest House – the Aark. The site had two locked gates to access so I contacted Johan Brink to arrange keys. Johan was an extremely hospitable and helpful person, even though we had to drag him away from his work. He gave us complete access to their impressive flying field. On 'Mines' land it had two runways (N/S + E/W), 360 degree flyable, the F3A 'box' marked out, Male & Female 'clean' toilets, a large covered area, shades in the pits to park the models under and tables/seats to sit at. Over the back of all that was a Heli strip.



Both our models test-flew OK after reducing the expo's on all controls due to the 5,000ft elevation. There was no significant difference in power but we did need to change the throttle curve to give a bit more 'bite' as the air was 'soggy'.

Team Russia and our Norway friends – Alex & Jeanette Heindel, arrived as we were having our last flight. All-in-all, a reasonable 1st day's practice so after chatting and a friendly 'beve' together, we headed back to the Aark.

Tuesday 13 August

After another great breakfast, we headed back to Vaal field and shared our practice day with the Russian Team who all flew Angel Shadow models, especially designed and built for the SA W/Cs. Very nice, electric powered models flown by three of team.

Back at the Aark we awaited the arrival of our 4th NZ Team member ... Brian Dooley, who arrived at 7pm from SYD.

Wednesday 14 August - more of the same as Tuesday.

Ross' practice was coming together with some nice flights. It is always good to see improvement when there is 'competition' to gauge against and lift to.

Thursday 15 August – starting to get into the 'serious' stuff now.

At the Vaal field again, practice was going well when I get a phone call from Team Japan asking if they could fly at the field with us. Needing keys to access the site, they asked us to be let in. Like we wouldn't want Team Japan to practice with us After a few directions to find the front gate, I met them to open the two gates. Team Japan filed in ... four vans!! Each pilot had their own van with their Helper. They then began to unload!!! Two (beautiful, *of course*) models each came out of each van. Hatta had his Galaxy's with Hacker motors; Suzuki flew the Midrex with the OS belt-drive electric

motor and Onda had the Asyuler with YS motors. Suzuki Jnr had Onda's *old* Narlar model.



Mr Naruke spent some time running up, adjusting and setting up Onda's YS.



We watched all four pilots fly each model. Onda flew huge in practice and, with the YS, had the privilege of being able to fly a P-13 and F-13 each flight. It was impressive watching all pilots fly.

We left and went to Midvaal Raceway HQ to do Early Registration.

Friday 16 August – into the 'nitty-gritty' now.

Model Processing at HQ.

Ross drew his flight order number (30). That put us on Line 2 at 10.21am for our 1st flight on Sunday, in front of Judges group 2.

Each model was placed in a 2m square box – no problems, then over to the processing table. Weights, dims, ID No's, Model No's etc checked. Nuance A was 4.825kg and model B was 4.89kg. Both 'good-to-go'.



Friday 16 August – Official Practice flight

New Zealand's Official Practice flight time was 11.20am on Flight Line 2.

Let the wind begin !!! a cross-wind from behind ... but that was as good as it got. Each day got 'windy-er' !

Official Practice is an exact replica of what you get and do for the next 4 days official flights.

In Ready Box 3 we had the battery voltage check. In Ready Box 1 ... 5 min call. Then a 2 min 'On Time' call; we connect the batteries and go into the 'Noise Check' circle.

When noise check was completed the clock is restarted for 8 mins (max) flight time.

Our flight time to complete the P-13 schedule was under 7 mins.



World Champs Competition - Day 1 : 18 August 2013

<http://maasa.za.org/day1.pdf>

Day 1 started without problems and the scene included pilots, spectators and an irritating wind that kept all pilots on their toes! The African skies welcomed all 80 pilots, some felt more welcome than others after looking at the results later!

Our flight was on Line 2 at 10.21am ... Considering the 'wind' ! we were happy with our flight and with the score 388.6 Judges Group 2 ~ ITA, AUT, GBR, LIE, NOR



Day 2 : 19 August - Line 1 at 12.01

In front of Judges Group 3 ~ ISL, COL, ARG, AUS, JPN

Day 3 : 20 August - Line 1 at 13.36

In front of Judges Group 1 ~ NED, SUI, FIN, ESP, CYP (rumoured to be the 'tough' Judges...) Our raw score 375.6

Panel 1 – Judges : Bob Romijn **NED**, Daniela Schmitter **SUI**, Esa Eirola **FIN**
Francisco Pienero **ESP**, Paris Christodoulides **CYP**

Place	Pilot			Points
1	PAYSANT-LE ROU	Christophe	FRA	1000.00
2	MAYR	Gerhard	AUT	982.51
3	TRUMPP	Robin	GER	973.50
4	ONDA	Tetsuo	JPN	968.53
5	MAZZUCHELLI	Marco	ITA	966.46
6	SILVESTRI	Sebastiano	SMR	965.40
7	JESKY	Andrew	USA	950.03
8	WICKIZER	Brett	USA	935.15
9	DANKSAGMULLER	Helmut	AUT	928.00
10	MATT	Wolfgang	LIE	921.85
11	RUBIN	Marc	SUI	921.55
12	ZEINER	Markus	AUT	919.97
13	DUGMORE	Roston	RSA	918.35
14	SHULMAN	Jason	USA	917.45
15	SUZUKI	Koji	JPN	917.16
16	NURILA	Lassi	FIN	915.54
17	JUND	Pirmin	SUI	905.82
18	SUZUKI	Yuhei	JPN	901.87
19	PELLONI	Daniele	ITA	897.93
20	ULSAMER	Gunther	GER	896.85
21	BURBAUD	Lode	FRA	891.37
22	NIKCLASS	Christian	GER	891.08
23	ZHENDI	Huang	CHN	888.52
24	NORTHEAST	Chad	CAN	884.31
25	RANNETSHAUSEN	Philip	GER	884.19
26	SCHUMACHER	Reto	SUI	883.50
27	BENINCASA	Marco	ITA	879.57
28	MARAIS	Pierre	RSA	878.80
29	HEINDEL	Alex	NOR	874.16
30	SHEVIAKOV	Alexey	RUS	870.41
31	HATTA	Hajime	JPN	868.79
32	ROMBAUT	Juan	ESP	867.05
33	ROHOVYI	Yurii	UKR	863.26
34	ZAGITOV	Dmitry	RUS	859.85
35	SILVA	Carlos	VEN	856.97
36	FREMMING	Ola	NOR	852.93
37	LEE	Jin-Young	KOR	852.23

38	GEORGIADES	Nicolas	CYP	852.14
39	CATON	Kevin	GBR	849.78
40	TURPAUD	Fabien	FRA	846.80
41	HARRIS	Christopher	RSA	845.07
42	GOSTANIAN	Mariano	ARG	837.53
43	BAILEY	Matthew	AUS	836.85
44	DIETRICH	Lukas	AUT	835.12
45	YI	HUNG	TPE	834.96
46	CHESTER	Shlomi	ISR	834.91
47	UNDERWOOD	Steve	GBR	828.92
48	SZCZUR	Joseph	USA	826.34
49	HOYLAND	Matthew	GBR	826.00
50	STOCKWELL	Andre	RSA	825.01
51	PARK	Ji-Ho	KOR	821.34
51	AKIMOTO	Michi	CAN	813.27
53	LEGA	Arnando	COL	809.19
54	CRAIGHEAD	Ross	NZL	808.57
55	ORCHARD	Glen	AUS	807.55
56	ZHIYONG	Duan	CHN	803.50
57	XUJUN	Zhang	CHN	793.28
58	CHARIANDY	Colin	CAN	791.99
59	TRAVASSAROS	Dennis	AUS	791.23
60	COLOMBO	Marcelo	ARG	789.76
61	MAKAROV	Valerii	UKR	786.36
62	COPPEDE	Facundo	ARG	786.23
63	BUTUZOV	Sergey	UKR	785.71
64	CHARIANDY	Ethan	CAN	778.90
65	MARTINS	Rui	MOZ	775.15
66	VELEZ	Marcelo	COL	774.11
67	NASRI	Gustavo	BRA	765.43
68	ALEKHIN	Alexander	RUS	762.27
69	SOLBERG	Arnstein	NOR	755.09
70	HINESTROSA	Federico	COL	742.62
71	CHOU	Tso	TPE	738.62
72	GARLE	Aaron	AUS	738.46
73	SHEYGAS	Sergey	CYP	737.18
74	VISCONTI	DOS SANTOS	BRA	736.73
75	DANILOV	Sergey	RUS	735.00
76	SALTA	Serdar	TUR	711.61
77	BAK	Alpaslan	TUR	690.37
78	ABASLIOGLU	Tamer	TUR	632.30
79	RESENDE	Marcos	BRA	609.36
80	CHEN	Cheng	TPE	574.73

Day 4 : 21 August - Line 2 at 15.16

In front of Judges Group 4 ~ RUS, USA, RSA, FRA, GER

And the wind was blowing ... at 39km while we were in Ready Box 1 ! over our shoulder.

The left side box flag pole blew down !!!



We scored 7, 6, 0, 6, 7, for the Spin ... the only 0 for all four flights. Not bad. Just not sure what that one Judge saw. They all completely missed the 1+1/2 Spin made by a pilot just before our flight ... scored that OK ??? W/Champs and they're human! ☺

We knew from Day 1 that we would probably have to drop this flight. The weather forecast was for WIND increasing and CPLR got a 492.0 on the 1st and calmest day of the comp on that line! His was the top raw score for P-13.

Day 6 : 23 August - Semi-Finals : Top 27 Pilots

Place	Pilot		
1	ONDA	Tetsuo	JPN
2	PAYSANT-LE ROUX	Christophe	FRA
3	JESKY	Andrew	USA
4	MAZZUCHELLI	Marco	ITA
5	SUZUKI	Koji	JPN
6	MATT	Wolfgang	LIE
7	SHULMAN	Jason	USA
8	WICKIZER	Brett	USA
9	SILVESTRI	Sebastiano	SMR
10	RUBIN	Marc	SUI
11	NURILA	Lassi	FIN
12	NORTHEAST	Chad	CAN
13	TURPAUD	Fabien	FRA
14	TRUMPP	Robin	GER
15	MAYR	Gerhard	AUT
16	ROMBAUT	Juan	ESP

17	BENINCASA	Marco	ITA
18	JUND	Pirmin	SUI
19	DANKSAGMULLER	Helmut	AUT
20	ZEINER	Markus	AUT
21	HATTA	Hajime	JPN
22	DUGMORE	Roston	RSA
23	ULSAMER	Gunther	GER
24	SCHUMACHER	Reto	SUI
25	NIKLASS	Christian	GER
26	RANNETSHAUSER	Philip	GER
27	BURBAUD	Loic	FRA

Day 7 : 24 August 2013 : Top 10 Pilots

We had our usual great breakfast then did some packing. Both planes were disassembled and placed carefully back into their respective boxes. We said our 'Good-byes' to all the Aark staff, as we had an early departure on Sunday-am. We didn't rush too much today as we were spectators at the final day of competition.

We headed out to see the Unknown flights (these are the schedules that each pilot must fly cold ie, no practice with the plane permitted before the flight) These are a harder sequence of manoeuvres and can really consume the 8 minute flight time limit.

The weather was supposed to be better than the days before!!!!!! Right - very windy again and cold in the morning. We missed the first few pilots but soon settled in to the routine of the sequence and saw a lot of good flights, but with the 8 minutes rule for the unknown and the new very long and time consuming manoeuvres, the first demo flight flown had 2 manoeuvres left after the 8 min limit.... So to fly in 8 min, the manoeuvres had to be smaller and with the strong wind, some looked a little bit rushed. It was windy, gusty and turbulent and models got bounced around.



Gerhard Mayer was about to go up with his tri-plane 'Trigantic'. People were interested to see the plane fly and with his style of flying it would be interesting to see it go so slowly but he had issues getting his motor to arm/run. Their team members tried the On/Off switch a couple times. By the time Gerhard walked back from the flight box and took off his TX tray (in order to get underneath the plane to access the plug under the belly section), valuable time had ticked away. Two minutes is enough time if things are going right but Gerhard had no backup and was left to trouble shoot his only plane and the two minute start period ran out. This ended his round and he was effectively relegated to 10th place. He carried the plane back through the pits and I spoke with him in the car park; he had a static electrical problem with his ESC motor – no power – no reason that he could readily identify...

Suzuki had some sort of problem and changed to his backup plane in the start box.

There was only one obvious error that really stood out, in Onda's Fig-M, in an otherwise good flight. Judges scored accordingly.

The next round of F went right on time at one o'clock and everyone had good flights. No delays as there were only 9 pilots flying - it did speed things up a bit. The second F scores were being posted over at the main facility but no one was over there.

The last round consisted of the 2nd Unknown sequence and the demo was flown by USA's Brett Wickiezer with the retract equipped Alferma Bipe. The other contestants quickly followed and everyone was watching for slips or mistakes. Some over rotation in snaps and sharp radiuses stood out in an otherwise good battle for top spot. It's only an opinion but the contra setups just seemed to not have the vertical upline speed that made for consistent flight speeds throughout the flights.

Silvestri Sabatino completed his last flight as a 'glider' empty battery! He was only using 3900 packs in strong winds. The downside of a Contra bipe being on the weight limit. He turned away downwind ... the plane went in level, just behind a barrier of rubber tires. Fortunately it only suffered a damaged gear leg.

Andrew Jesky, CPLR and Onda finished up the Unknowns and provided good viewing for the large crowd; all very nice flights.

Every pilot was applauded following each successful landing.

The crowd quickly moved over to the main building. The pilots knew it would close for CPLR and Onda but the 3rd & 4th spots would await TBL calculations to determine the outcome.

F-O 1

Place	Pilot			F-O 1
1	PAYSANT-LE ROUX	Christophe	FRA	1000.0
2	ONDA	Tetsuo	JPN	977.63
3	JESKY	Andrew	USA	929.86

F-O 2

Place	Pilot			F-O 2
1	SHULMAN	Jason	USA	1000.0
2	PAYSANT-LE ROUX	Christophe	FRA	990.16
3	JESKY	Andrew	USA	976.51
4	ONDA	Tetsuo	JPN	958.95

F-O 3

Place	Pilot			F-O 3
1	ONDA	Tetsuo	JPN	1000.00
2	PAYSANT-LE ROUX	Christophe	FRA	993.72
3	JESKY	Andrew	USA	987.10

F-O 4

Place	Pilot			F-O 4
1	ONDA	Tetsuo	JPN	1000.00
2	PAYSANT-LE ROUX	Christophe	FRA	979.02
3	JESKY	Andrew	USA	914.65

And the **FINALS Results** were ...

Pla	Pilot			Total	F-O 1	F-O 2	F-O 3	F-O 4
1	PAYSANT-LE ROUX	Christophe	FRA	2969.18	1000.0	990.16	993.72	979.02
2	ONDA	Tetsuo	JPN	2958.95	977.63	958.95	1000.0	1000.0
3	JESKY	Andrew	USA	2878.27	929.86	976.51	987.10	914.65
4	SHULMAN	Jason	USA	2821.05	913.71	1000.0	947.02	874.04
5	SILVESTRI	Sebastiano	SMR	2779.03	898.33	957.82	948.37	872.84
6	MAZZUCHELLI	Marco	ITA	2731.07	896.27	926.01	937.86	867.20
7	SUZUKI	Koji	JPN	2697.97	873.30	926.99	925.56	845.42
8	TRUMPP	Robin	GER	2682.72	863.57	905.94	900.16	876.62
9	MATT	Wolfgang	LIE	2597.03	927.07	860.14	916.25	809.81
10	MAYR	Gerhard	AUT	907.40	907.40	0.00	0.00	0.00

Congratulations to Christophe for winning his 7th W/Champs title, equalling Hanno Pretner's achievement.

They announced the start of the Prize-giving and Closing ceremony awards. The Individuals were made first with the Top Junior going to South Africa's Roston Dugmore. Top pilots were CPLR, Onda and Andrew Jesky. Team placings were – 1st USA, 2nd Japan and 3rd Austria. The light was fading rapidly as all the teams gathered on the podium for the many pictures that were taken. We listened to more speeches but darkness had come and we couldn't even see who was speaking. Competing teams took down their flags and hastily left to get changed and attend the banquet.

The banquet hall at the Riverside Sun Resort hotel was very beautifully and formally decorated. Awards were made throughout the night as we enjoyed a buffet style dinner. Prize-winners were presented with some beautiful 'excess weight' to take home and all competitors were awarded a trophy for attending. After goodbyes all-round (some emotional), we departed to complete our packing, for our early departure on Sunday-am to go on safari.

This completed the 28th FAI/F3A World Championships in South Africa.



Thanks to the organizers - John Brink, Bob Skinner and his (tireless) wife – Marietjie and her assistants, Burt Botha (CD) and all the Flightline Helpers, the Jury - Michael Ramel, Emanuel Fernandes and Pierre Pignot and to all the judges.

Our very special thanks to Dave Wright – MFNZ for his assistance and support with pre-World Champs matters. We are extremely grateful to MFNZ for their contributions and to the Aerobatics SIG. THANK YOU all very much.

And last but not least – a really big THANK YOU to our Helpers, Bill Bellian and Brian Dooley (Mr Media!) for their help and assistance. We truly appreciate your support. It is always good to have 'NZ' faces around. Thanks guys.

In Conclusion:

Congratulations to Ross for his achievement at this World Champs ... he bettered his placing by 5 places (from the USA W/C) in a smaller, much harder entry of contestants than we've ever competed with and he 'fitted' it with our closest competition – the Australians.

The Japanese Team Manager – Giichi Naruke (a past World Champion) reported ["quote"] 'I think the level of the world is going up very much, we have to raise the level of Japan much more.'

For New Zealand to compete in future World Champs, it is going to get increasingly difficult, primarily due to our geographic location and exposure. The Europeans are setting the standard.

In saying that, to compete at a World Championships is an invaluable experience and a wonderful learning curve - one that you can only get from participating at that level.

Noeline ~ NZ Team Manager

