

F3A WorldNews

Monday, 1 August, 2011



Text and photos by Jim Quinn.

THE PERFECT WAY to begin our final day of competition at the AMA International Aeromodeling Center is with a brief history of RC Aerobatics. Bob Skinner, the President of CIAM, was kind enough to write this for us.

SHORT HISTORY OF RC AEROBATICS

It might interest participants and helpers at the World Championship to know how and when we started our sport of competitive aerobatics.

After World War II, the armed forces had a lot of surplus equipment, and many interested aeromodelers acquired some of the radio control parts to use for their hobby. In the U.S., the brothers Walt and Bill Good continued their pre-war efforts with radio control flying, while in Europe, enthusiasts like George Honnest-Redlich (UK), Windy Kreulen (Netherlands), Hans Lichius (Germany), and Albert Wastable (France) lead the way with radio control flying, which in time would lead to commercial development of practical and sustainable RC equipment.



Albert Wastable (Moulins, France) with his AW2 and Micro engine. The four-valve receiver provided for movement of rudder, elevator, and throttle control. Wastable was the winner of 1950 event at Pontoise.

Association, took place at the Pontoise Aerodrome, northwest of Paris. It was attended by fliers from France and Great Britain, and may be considered the first organized RC aerobatic international competition.



George Honnest-Redlich from Great Britain with the Electra 9, placed second after Wastable. The model was powered by an ED 3.46cc engine; 3-valve receiver.

The U.S. history of development in RC is well-documented in magazines of the time, but in Europe, with its many languages, there is not a single source that combines all the efforts of the different countries.

In July 1950, a radio control competition, organized by the French RC Amateurs

Association, took place at the Pontoise Aerodrome, northwest of Paris. It was attended by fliers from France and Great Britain, and may be considered the first organized RC aerobatic international competition.

With regular demonstration flying in Belgium, France, Germany, and the United Kingdom in the early 1950s, Belgium took the initiative to organize the first true international RC Aerobatic competition, held in 1953 at the Evere Aerodrome, near Brussels, Belgium. Participants from five nations competed in the

multi-channel class (also single channel and gliders). The King of Belgium, King Baudouin, donated a magnificent trophy to the Royal Belgian Aero Club.

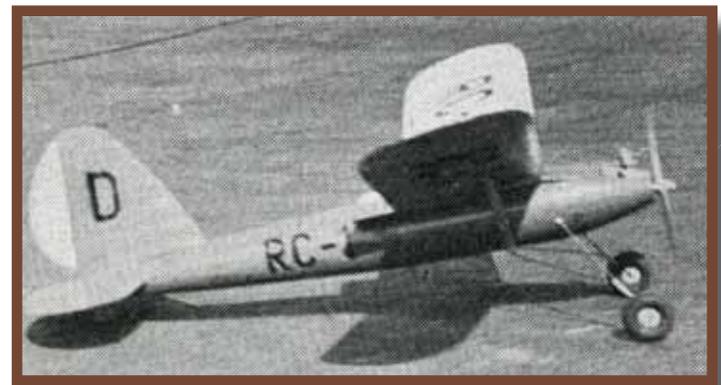
The first winner of the King of the Belgians Cup was Jean-Pierre Gobeaux, and if we think we are well prepared today by taking two prepared model aircraft to the flightline, Equipe Gobeaux (father and two sons) had no less than 12 aircraft ready for use at any time!

Because of Gobeaux's win, it was the privilege of Belgium to again host the championship in 1954, this time at the Deurne Aerodrome near Antwerp. When Stegmaier won the 1954 event, Germany had the honor of hosting the 1955 competition.

—Bob Skinner



Here is the ED Radio Queen—number 9—with the Micron .60 being started in preparation of a competition flight. Albert Wastable placed second, while third place was taken by Germany's Karl-Heinz Stegmaier, flying the RC-1, powered by an Eisfeld 6cc engine.



Pressure was tapped from the engine to drive vacuum-driven servos.



King of the Belgians Cup trophy.

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So what are the 30 pilots who qualified for the semi-finals doing early Sunday morning? If you are Koji Suzuki you are on site 4 getting in some early morning practice.



Jury member, Bob Skinner, gives final preparation to the judges after the warm-up flight. Did you notice the number of judges increased? For the preliminaries there were five judges per flight. For the Semi-Finals there are now 10 judges per flight. Tomorrow for the Finals 20 judges will be needed for each flight!



Who could be a better caller than the reigning World Champion? Christophe Paysant-Le Roux was ready, willing, and most eminently qualified to call for his brother Benoit.

Benoit Paysant-Le Roux is our current Vice World Champion. His team was concerned about the early morning sun rising in the east. To whom should he turn to resolve this issue? Jacques, his dad, of course.

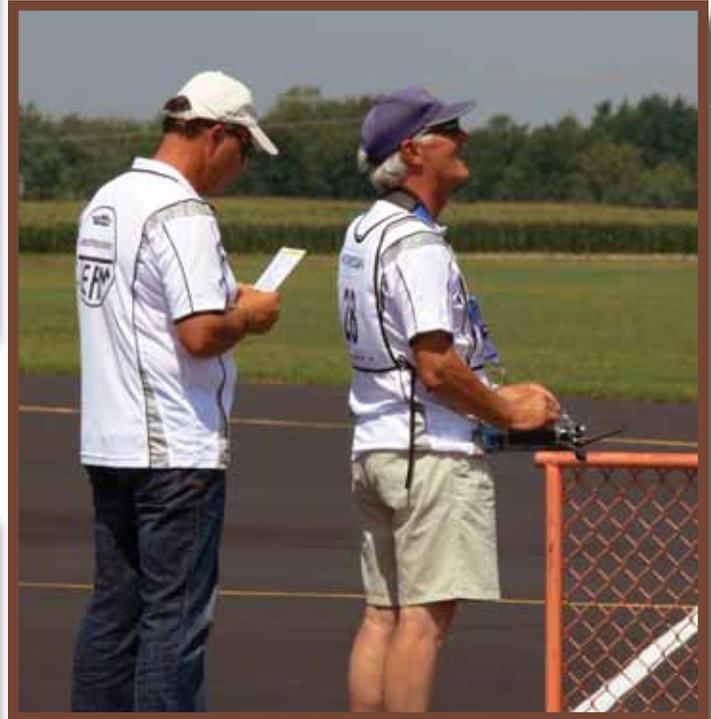
Dean Pappas is among the best minds in the United States for precision aerobatics. Author extraordinaire, Dean, has written copiously on the technical aspects of aerobatics. Of course, Dean had to be here to see the precision aerobatics so beautifully executed at our World Championship.



German solidarity was very impressive. Like many other teams, the German team had one steadfast rule. When one member flies, all other team members are there for support.

and friendship. Tetsuo Onda of Japan and team manager, Giichi Naruke, a former World Champion, were preparing for the morning flight. Another former World Champion, Chip Hyde, was quick to extend a friendly handshake of good luck as Tetsuo was about to be called to fly.

Sunday morning's flying ended perfectly as Wolfgang Matt, a former World Champion, showed us all how it is done.



Before each flight of an electric-powered airplane, a voltage check is made on the line to ensure the maximum voltage allowed is not exceeded. Ron Lockhart is checking Gerhard Mayr's amazing Toxlyen.

Here are a few more pilots getting into the "zone," as they prepare for their morning flight. Gerhard Mayr seemed not to notice a YS 175 starting a few feet away while in his "zone."



World Championships are all about ultimate competition. Even more, however, F3A Championships are all about respect



Benoit Paysant-Le Roux is in a similar state of tranquility.



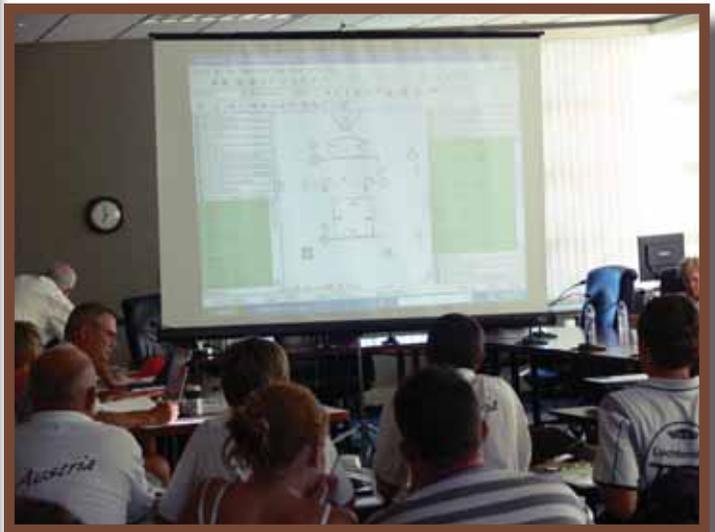
Andrew Jesky, our current USA F3A Champion, is zoned-in with an I-Pod, which serves as a stick plane as Andrew flies through the F-11 sequence. No, I did not ask what song he was listening to.

Many of us use Futaba radio equipment. If you have any questions about the Futaba line of radios please visit their booth located near Site 3.



As we ended the morning with a World Champion, so too, this afternoon ended with Christophe Paysant-Le Roux showing us all why he is our reigning World Champion.

Even though the flying was over, the day itself was far from over. Out of the 30 pilots who began the day, only 10 remain for the final day of flying. Once these 10 are determined, they will all meet and select two "Unknown" sequences. Pilots pick numbers which give them an order for choosing each maneuver for both Unknown sequences. The pilot who picked number one picks the first upwind centered maneuver. The pilot who picked number two chooses the first up-wind turnaround; pilot three, the second centered maneuver and so on. Once finished, 12 hours must elapse before the first flight of the final round begins. Pilots are forbidden from practicing the unknown sequences.



Just four more flights, two F-11s and two unknowns, and we will have a new World Champion.

We now introduce the last of the teams at the 2011 World Championship, Team USA. On behalf of all of us, we thank you for coming and flying with us. →

—Jim Quinn



To see coverage of the finals and this evening's awards banquet, check out tomorrow's newsletter that will be available online at www.modelaircraft.org/fainewsletter.aspx.

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