



F3A World Cup 2012

Great Britain

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PROGRAMME

8th-10th June 2012



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Welcome and Foreword

The Great Britain Radio Control Aerobatic Association (GBR/CAA) welcomes you to the second FAI World Cup competition to be organised in the UK. We hope you enjoy your visit and are inspired by some of the top pilots in the World, flying models at the forefront of technological innovations in F3A aerobatics.

This event is being held at Woodchurch Airfield with the kind permission of Woodchurch Warbirds and our grateful thanks go to Robert W. Davies, M.B.E., F.R.A.Ee.S., for the use of his airfield. We also thank the British Model Flying Association and the Fédération Aéronautique Internationale (FAI) for their support.

This F3A aerobatic competition is part of the World Cup League run annually by the FAI with events taking place throughout Europe over the summer. Competitors have travelled from many countries to compete here this weekend in addition to pilots from the UK which include the three members of the GBR Team of Matt Hoyland, Kevin Caton and our first junior team member Adam Lomax.

A big thank you to all our sponsors supporting us this weekend and to all the volunteers and helpers that have made this event possible.

Matt Hoyland GBR/CAA Vice Chairman & Contest Director

The F3A World Cup 2012 GB Team

Competition Director & Organiser:
Matt Hoyland

Chief Flight Line Co-ordinator:
Ashley Hoyland

Assistant Flight Line Co-ordinators:
Ken Moss, Brian Hoare & Stuart Mellor

Judges:
Bob Ailles (Chief Judge), Bob Romijn, Noel Barrett
Emanuel Fernandes & Andre Lozach

Jury:
Robert Wasson (President), Kevin Caton,
Bert Delaere & Gerard Werion

Scoring:
Marion Ailles & Kath Hoyland

Helpers:
Mark Pearce, Stephen Greenwood & Steve Hunt



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F3A Precision Aerobatics

The Fédération Aéronautique Internationale, (FAI), the World Air Sports Federation, was founded in 1905. All FAI Aeromodelling international championships, competitions and record activities are conducted under the direction of the FAI Aeromodelling Commission (CIAM) which stands for "Comité International d'Aéromodelisme". F3A World Championships are held every two years, the next being in South Africa in 2013. European Championships are held in alternate years, so this year teams will be travelling to Châteauroux in France to compete. World Cup events such as this event are held around Europe to form an international league.

Under the FAI rules aircraft flown in F3A precision aerobatics competitions are restricted to models that would fit into a 2 metre by 2 metre box. (The fuselage is usually 1.99 metres long with a shorter wing span). They must weigh less than 5Kgs (11lbs). Many of the models flying this weekend are electric powered, which operate on Lithium Polymer cells with a nominal 37 volts, and a capacity of around 4.7 amps. The motors will consume anything up to 2.75kw of power during some manoeuvres turning a propeller of around 21 inches in diameter. The batteries are designed, with weight in mind, to provide enough power to fly the schedule of manoeuvres. Eight minutes is the maximum duration for a competition flight from passing the sound check (which are only carried out before each flight in Team Selection events, European and World Championships) to completing the last manoeuvre. After the schedule has been flown very little power remains, and the batteries usually take around 80 minutes to recharge ready for the next flight. These are the planes which do not leave a smoke trail in the air unless there is a serious problem with the batteries or speed controller of course, which rarely happens these days.

The models which do leave a smoke trail in the air are powered by highly sophisticated internal combustion engines, usually the Japanese YS 170/175 four stroke (around 28/30cc capacity), supercharged, direct fuel injection, glow plug or spark ignition engines which run on a mix of synthetic oil, methanol and a high percentage (20 to 30%) of nitro methane. As an alternative the OS 140 two stroke engine is favoured by some pilots. Both these engines use around a third of a litre of fuel per competition flight turning a propeller of approximately 18" diameter and give similar performance but different 'feel' to the electric models.

The schedule is flown in a flight box 60° either side of the pilot who stands at the centre point. Flying the model at 150 to 175 metres out from the pilot gives a flight line of between 519.7 metres and 597.05 metres in length. The manoeuvres are judged on precision and grace with the model flying at a constant speed. Loops have to be round, rolls have to be of constant speed of roll rate and be in the centre of straight lines. All central manoeuvres must be centred on the box centre line and all the end manoeuvres must be inside the 120° box, otherwise points are lost.

Christophe and Benoit Paysant-le Roux (France), (Christophe has been World Champion six times), and such names as Sebastiano Silvestri (San Marino), Wolfgang and Rowland Matt (Lichtenstein), Andrew Jeski and Chip Hyde (USA), Tetsuo Onda and Koji Suzuki (Japan), Bernd Beschorner (Germany), Gerhard Mayr (Austria) are all names you might recognise from the international world of F3A aerobatics.

If you would like more information please talk to our pilots or ask at control.

Ashley Hoyland



**For more GBR/CAA events
please see:-**

<http://www.gbrcaa.org/competitioncalendar.htm>



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The Aerobatic Schedules

This competition will consist of four or five rounds (depending on the weather). Most pilots will fly the Preliminary schedule, see below. This is the International schedule flown at all FAI events around the world. However in the last round(s) the top 15 pilots will fly the Finals schedule, which is more complicated and includes many integrated manoeuvres which include rolls and loops happening at the same time.

	FAI INTERNATIONAL PRELIMINARY SCHEDULE P13 Manoeuvre description	Judges score out of 10	K factor Difficulty
	Take-off sequence (not judged, not scored)		
1	Half Clover leaf with full roll.		x3
2	Stall turn with ¼ roll up, ¼ roll down, Exit Inverted.		x3
3	Roll combo with consecutive three ¼ rolls, three ¼ rolls opposite.		x4
4	Half Square Loop with consecutive ¼ rolls in opposite directions.		x3
5	Triangle with full roll in each line.		x4
6	Split S with full roll.		x2
7	45deg up line with 1½ snap roll. K factor 5.		x5
8	Reverse Top Hat with ¼ roll down and ¼ roll up.		x4
9	Spin with 2½ turns in opposite direction.		x4
10	Pull-Push-Pull Humpty-Bump with ¼ rolls up and down (Option: Consecutive two ¼ rolls up).		x3
11	Cuban 8 with integrated rolls on top 90deg of both part loops.		x5
12	½ loop.		x1
13	Square loop with ½ rolls in each line.		x5
14	Figure 9 with consecutive 2 - ½ rolls.		x3
15	Roll combo with consecutive ¼ roll, full roll, ¼ roll in opposite directions.		x4
16	½ loop on corner with ¼ roll, ¼ knife-edge loop, ¼ roll, Exit Inverted.		x3
17	Figure Z with 4 consecutive ¼ rolls.		x4
	Landing (not judged, not scored)		

	FAI INTERNATIONAL SEMI-FINALS AND FINALS SCHEDULE F-13 Manoeuvre description	Judges score out of 10	K factor Difficulty
	Take-off sequence (not judged, not scored)		
1	Humpty Bump with ¼ roll up, ½ knife edge loop, ¼ roll down to exit inverted.		x4
2	Half square loop with consecutive ½ roll, full roll in opposite direction. Exit inverted.		x3
3	Loop with consecutive four ½ rolls in opposite directions integrated.		x6
4	Figure '6' with stall turn, consecutive two ¼ rolls down.		x4
5	Roll combination with consecutive ¼ roll, two snap rolls in opposite direction, ¼ roll.		x6
6	Shark Fin with roll up, consecutive two ¼ rolls down.		x3
7	Horizontal 8 with consecutive two rolls. (1 roll integrated into each half of the figure eight)		x5
8	Pull-Push-Pull Humpty Bump with consecutive four ¼ rolls up, 1½ roll down.		x3
9	45° Upline with consecutive four ¼ rolls, 1½ snap in opposite direction.		x5
10	Reverse Top Hat with ¼ roll down, ¼ roll up. (Option roll down consecutive two ¼ rolls up).		x3
11	Clown Dance with ½ loop, inverted spin 2½ turns, consecutive two ¼ rolls down.		x5
12	Fighter Turn with two ¼ rolls (in each 45° line).		x4
13	Knife Edge loop with full integrated loop on top 90°.		x4
14	Reverse Cuban 8 with snap roll up.		x4
15	Triangle with consecutive two ¼ rolls in each leg.		x4
16	Half Loop with roll integrated.		x3
17	45° Down line with consecutive two ½ roll, roll, two consecutive ½ roll in opposite directions.		x4
	Landing (not judged, not scored)		

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World Cup Pilots



Adam Lomax - UK



Adrian Harrison - UK



Adrian Mansell - UK



Arnaud Fontaine - France



Arthur Silsby - Isle of Man



Bert Delaere - Belgium



Brain Hoare - UK



Damien Sartorius - France



Gary Eunson - UK



Gerard Werion - Belgium



Jean-Claude L'Hostis - France



Job Verkerke - Netherlands



Keith Jackson - UK



Ken Moss - UK



Kevin Caton - UK



Leslaw Przytocki - Poland



Loic Burbaud - France



Malcolm Harris - UK



Mark Pearce - UK



Stefan Maendl - Germany



Steve Burgess - UK



Steve Underwood - UK



Manfred Greve - Germany



Matt Hoyland - UK



Michael Dupond - France



Mike Williams - UK



Nils Brückner and Peer Brückner - Germany



Peter Haase - Germany



Rodolphe Leveille - France



Roy Oostema - Netherlands



Shlomi Chester - Israel



Sophia Greve - Germany

Judges

ROBERT AILLES (United Kingdom)

JUDGING EXPERIENCE TO DATE:-

BMFA National Championships 1995 to 2003, 2005, 2006, 20011.

GBR/CAA Championships 1996 to 2011. BMFA Team selection events 1996 to 2012.

Tourni International de Champagne 1998 to 2009

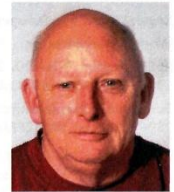
Aerobatic cup F3M – Romilly 2009. Sivry – Belgium 2003 to 2008.

European Championships - Portugal 2004, Italy 2008, Austria 2010.

World Championships – France 2005, Argentina 2007, Portugal 2009, USA 2011.

World Cup events Belgium, Spain, Portugal United Kingdom.

I started model flying in 1963, control line to be precise. I moved onto radio control in 1966 with a Super 60 and Skyleader radio and soon moved onto all types of model aeroplanes. I left the hobby in 1975 because of family commitments, returning in 1985. I started judging in 1995 and became GBR/CAA Chief judge in November 2000.



BOB ROMIJN (Netherlands)

JUDGING EXPERIENCE TO DATE:-

European Championships 2006, 2008, 2010.

World Championships Portugal 2009, USA 2011. Several World Cup competitions.

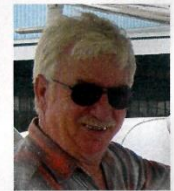
I started aeromodelling in 1992 and quite early already with model aerobatics.

I participated multiple times in the national competitions as a pilot. In France I was the team manager of the Dutch national team at the World Championship. This will be my second time at the Great Britain World Cup competition in Ashford and I'm looking forward to it.



ANDRE LOZACH (France)

I have been invited to judge a lot of French National Competitions and French teams selections. Also World championship in Portugal in 2009, European championship in 2010 in Austria and World Cup events in Spain, Portugal and Holland in 2011.



NOEL BARRETT (Ireland)

JUDGING EXPERIENCE TO DATE: -

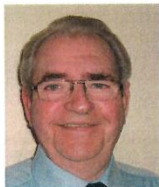
European Championships Italy 2008, Austria 2010.

World Championships Portugal 2009, USA 2011.

World Cup events in Spain and San Marino 2010

Home Internationals Ireland – 2011. Several years of local competitions.

I started aeromodelling with rubber powered models when still at school, this was followed by free flight and control line models. I had many wins in both Team Racing and stunt until radio control arrived. This led me to aerobatics and eventually F3A where again I had many wins and made the F3A Irish Team in 1983 and represented Ireland at both World and European Championships until 2007. I was one of the three main organisers of the F3A World Championships in Ireland in 2001. I still judge and compete in F3A events here in Ireland.



EMANUEL FERNANDES (Portugal)

JUDGING EXPERIENCE TO DATE: -

Several Iberic and European Opens between 1997 and 2010.

World Championships: 1999 – Pensacola, USA. 2001 – Cork, IRELAND.

2003 – Deblin, POLAND. 2005 – St. Yan, FRANCE. 2007 – Santa Fé, ARGENTINA.

2009 – Pombal, PORTUGAL. 2011 – Muncia, USA.

European Championships: 2002 – Zamora SPAIN. 2004 – Alcochete, PORTUGAL.
2006 – Buochs, SWITZERLAND. 2008 – Calcinatello di Calcinato, ITALY.

I am 61 years old and an active RC modeller since 1975. I became involved in F3A in the early eighties and in Judging since 1990. Professionally I used to work as a computer technician in a Portuguese bank and from the beginning of 2010 I am retired.

I represent Portugal on the F3A R/C Aerobatics sub-committee since the 90's and I have been working since, with the Portuguese Aeromodelling Federation giving judging courses and updating seminars.



Schedule of Events

Schedule of events are subject to change due to weather conditions etc.
Please visit HQ for the latest information.

Friday 8th June 2012

7:30 Pilots Briefing
7:45 Judges Warm Up Flight
8:00 Round 1 – F3A World Cup
13:00 Lunchtime & Demonstration Flights
13:45 Round 2 – F3A World Cup
19:00 Finish

Saturday 9th June 2012

7:30 Round 3 – F3A World Cup
13:00 Lunchtime & Demonstration Flights
13:45 Round 4 – F3A World Cup (F-13 for top 15)
18:30 Finish
20:00 Arrive for 20:30 serving.

Sunday 10th June 2012

8:00 Round 5 – F3A World Cup (F-13 for top 15)
13:00 Lunchtime & Demonstration Flights
13:30 Full Size Demonstration (Provisional)
14:00 Raffle Draw
14:15 Prize Giving
14:30 Close



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Great Britain R/C Aerobatic Association

Now in its 29th year the GBR/CAA (www.gbrcaa.org) is a specialist body of the British Model Flying Association (www.bmfa.org) looking after the organisation and development of the F3A aerobatic class of aircraft in the UK.

We provide the structure to give pilots the opportunity to practice and compete at their own level of ability in competitions organised around the country on most weekends from April to October each year. We encourage any pilot to come and fly with us providing they have a BMFA 'B' proficiency certificate and suitable insurance. Flying in F3A aerobatic competitions is a step forward for many club flyers to give some structure to their flying, the opportunity to get an official ranking within our league tables and check their progress by analysing their score sheets. For the pilots who are prepared to put in the practice and fly at the top level we also organise four team selection events each year from which we choose the GBR Team to represent the UK at European and World Championships held in alternate years around the World. This year our team: Matt Hoyland, Kevin Caton, John Harrop and junior team member Adam Lomax with Team Manager Ashley Hoyland will be competing in the European Championships being held in Châteauroux, France during July and August this year. Our F3A Team are picked from the FAI League which is a series of four BMFA Centralised (Team Selection) events organised by the GBR/CAA through the previous year. At these competitions pilots fly 2 FAI Preliminary schedules and one Finals schedule with the best two normalised scores counting. The league positions are decided by taking the best three of four competition results.

You may ask what you get from the GBR/CAA for your £20 joining fee. Well! all of the above plus the chance to train as a judge, help at our competitions, run a competition as Contest Director, access to our members only area on our web site, flying on new flying sites and travelling around the country, meeting the aeromodelling community and experience the camaraderie of spending your spare time with like minded flyers and getting all the help you need with precision aerobatics. There is some friendly competition as well.

It is not necessary to spend huge amounts of money to compete, we always encourage a new pilot to use the model he is flying at the time, (providing it is under 7 kgs and is capable of doing loops and rolls) You may have seen at our flight line at the BMFA British National Championships the likes of young Adam and Richard who a couple of years ago were flying very basic low wing training aircraft in our Clubman competition in a very challenging wind and who are now progressing through our leagues with a promise to compete with the best in the near future. At the top end of our league Team members will have been campaigning for a team place for many years, probably flying 500 to 700 practice schedules a year before they make the grade.

Photo: GBR team who competed at the 2011 World Championships in Muncie, USA. Keith Jackson, Ashley Hoyland (Team Manager), Matt Hoyland & Richard Christopher



WOODCHURCH WARBIRDS AND A BIT OF HISTORY

(www.woodchurchwarbirds.com/index.htm)

When Rob first saw Little Engeham Farm his first thought was - "Hmm... Nice strip of land there facing into wind for the microlight..." Little did he realise that he was standing only a few hundred yards from what used to be the Woodchurch World War 2 fighter field and that it was soon to re-echo once more to the sound of the Flying Legends.

When constructed the first strip was 600 metres and sufficient to operate a "Shadow" and Piper L21B (military Super Cub) from 1987. Then in 1989 the Robin DR400 Regent arrived. The runway was now seeming a trifle short and was lengthened to 780 metres in 1991. The Harvard Mk IVM took residence in September 1993, followed by the Mustang in March 1997, and finally the YAK C11 in March 2000.

The Woodchurch Warbirds airfield is located within ¼ mile of one of the ALGs (Advanced Landing Grounds) used by the US 9th Air Force during WW2. One of the two most southerly ALGs in the grouping used by the USAAF west of Ashford, Woodchurch was originally planned to support light bombers and thereby would need a bomb store near the site. However, in a review of airfield building plans, this original requirement was dropped so Woodchurch was of similar specification to other ALGs in the district.

The actual location of this airfield was a mile north of Woodchurch village in a well-wooded area. The creation of the two run-ways required the closing of minor country roads and the laying of approximately 4100ft of Sommerfield Track for the east/west strip (11-29) and 5,000ft for the main north/south (01-19) Construction started in January 1943 with a three month schedule: while most of the metal tracking appears to have been down by March it was several more weeks before all the specified works had been carried out. A trial occupation began in late July with the arrival of Nos. 231 and 400 Squadrons with Mustangs. These units used Woodchurch for operational sorties until mid-October when, as with RAF fighter squadrons on other Kent ALGs, they withdrew to air fields with hardened runways or better drainage. RAF No.5003 Airfield Construction Squadron descended during the winter of 1943-44 with a mission to upgrade Woodchurch to receive a full USAAF fighter group by April. The perimeter track was extended and additional aircraft standings created with BRC Runway intersections were reinforced with BRC and Rod and Bar track was laid on perimeter curves, marshalling areas and some standings. Aircraft cover as provided by five Blister hangars. The 373rd Fighter Group, with its 410th, 411th and 412th Fighter Squadrons, started to arrive in the first week of April 1944 and by May some 70 P-47s - were present. At this time US engineers extended runway 11-29 by 900ft using PSP to the east across a minor road between New Street Farm and Stubbs Cross. The road was only closed when air-craft were taking off or landing. The group entered combat on May 8 with a fighter sweep over Normandy. The usual mixture of escorts and fighter-bomber work followed while the pilots of this 'freshman' organisation gained experience. As with other Ninth Air Force P-47 units, once the invasion had taken place, support of the armies by ground-attack became their prime job. There was some contact with enemy air-craft and on June 7 six were credited as destroyed in a dogfight over Normandy. All told 373rd pilots shot down 30 enemy air-craft while operating from Woodchurch. Losses amounted to 15 P-47s missing in action.

Movement to France took place in late July and most of the personnel and aircraft had left for Tour-en-Bessin (A-13) by the 31st. Woodchurch did not miss out as a haven for disabled bombers. On June 29th a 458th Bomb Group Liberator landed without its nose wheel down causing irreparable damage to the aircraft and urgent work for the runway repair crew and another ailing B-24 put down safely on July 19.

Derequisitioned in September the RAF works unit, No.5024 ACS, appeared in the following weeks to remove the Sommerfield Track, the Americans having already lifted the re-usable PSP. The area was fully returned to agriculture by the following year.



F3A World Cup 2012 Great Britain Programme

On behalf of the GBR/CAA and all competitors
may I thank all our sponsors for their support.



Photo: Gerhard Mayr, last years UK
World Cup winner.

<Photo: Janie over Woodchurch 2011.

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