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# Welcome !

Welcome to all, judges, jury members, team managers, competitors, companions and visitors in the AASH, our club created on May 16, 1973. A lot of things happened since that time ! Not much changed in the number of members, stable around 50, but a lot activities were organised : numerous shows - promotional days for children - memorial of WW2... and of course, the F3A competitions, and today the European Championship. All these activities brought improvements to our infrastructure, the regulars of the F3A annual criterium can testify about this.

Of course, many volunteers and motivated members deserve my thanks for this result acquired over the years, both those who are today part of the AASH, those who were with us and even those who left us .... But a very special thanks to Charles Gouttière and Michel Lechat who supported without fail the project and the necessary work involved for preparing the European Championships since September 2017.

I hope this 19<sup>th</sup> European Championship FAI F3A will bring you good flights and good performances, in the respect of the rules and fairplay, but also new knowledge and new friends. The F3A competition community is a big family! ...

Do not hesitate to contact us for any problem, AASH will find a solution.

Take the time to discover our beautiful region or return here later as visitors, The AASH will welcome you.

The ideal for the organizers of any sporting event is that the competitor ranked first is the best and the one ranked last is pleased and satisfied to have participated!

Welcome!

Gérard Wérion



# Bienvenue !

Bienvenue à toutes et tous, juges, membres du jury FAI, chefs d'équipes, concurrents, accompagnants et visiteurs au sein de l'AASH, notre club créé le 16 mai 1973. Que de chemin parcouru depuis cette date ! Pas tellement au niveau du nombre de membres, stable aux environs de 50, mais bien par rapport aux activités organisées : Shows – Journées pour les enfants – commémorations 1940-1945 ... et bien sûr les compétitions F3A, et aujourd'hui le Championnat d'Europe. Toutes ces activités ont permis d'améliorer nos infrastructures, les habitués du critérium annuel F3A peuvent en témoigner.

Bien sûr, de nombreux bénévoles et membres motivés sont à remercier pour ce résultat acquis au fil des ans, tant ceux qui font partie de l'AASH que ceux qui en ont fait partie ou même ceux qui nous ont quittés...

Mais un merci tout spécial est à apporter à Charles Gouttière et Michel Lechat qui ont soutenu sans faille le projet et les travaux nécessaires pour les Championnats d'Europe depuis septembre 2017.

J'espère que ce 19<sup>ème</sup> championnat d'Europe FAI F3A vous apportera de bons vols et de bonnes performances, dans le respect des règles et du fairplay, mais aussi de nouvelles connaissances, de nouveaux amis. La compétition F3A est une grande famille !...

N'hésitez pas à nous contacter pour tout problème, l'AASH trouvera une solution.

Prenez le temps pour découvrir notre belle région ou revenez-y plus tard en visiteurs, l'AASH vous accueillera.

L'idéal pour les organisateurs de tout événement sportif est que le concurrent classé 1<sup>er</sup> soit le meilleur et que celui classé dernier soit content et satisfait d'y avoir participé !

Bienvenue !

Gérard Wérion



Welcome!



# ***Mr Jean-François Gatelier, Mayor of Sivry-Rance***

*Ladies and Gentlemen,*

*It is a great honor for me to welcome you in Grandrieu, part of the greater Sivry-Rance, for this European Championship for radio-controlled aerobatics airplane.*

*As you know, 26 countries sent delegations here, some of them from countries as distant as Israel, China and South Korea.*

*The Association d'Aéromodélisme du Sud-Hainaut (AASH), your host for this event, prepared in every detail a program that will hopefully leave you with unforgettable memories of your stay in Belgium, our beloved country.*

*Together with the representatives of our own council, I will be glad to visit and applaud you during the opening day of July 21st.*

*I wish you all very proficient flying and excellent results.*

*A hearty welcome,*

*Jean-François Gatelier  
Mayor of Sivry-Rance*



**Sivry-Rance**



# Monsieur le Bourgmestre Jean-François Gatelier



*Mesdames, Messieurs,*

*C'est avec beaucoup d'honneur que nous avons le plaisir de vous accueillir à Grandrieu sur la commune de Sivry-Rance pour ce championnat d'Europe de voltige pour avions radioguidés.*

*Comme vous le savez, 26 nations se sont inscrites à la compétition. Certaines sont même venues de très loin comme Israël, la Chine et la Corée du Sud.*

*L'Association d'Aéromodélisme du Sud Hainaut (AASH), en tant qu'organisateur, vous a préparé un accueil et un programme qui, je l'espère, laisseront gravés dans vos mémoires de beaux souvenirs de votre séjour dans notre chère Belgique.*

*Avec les représentants communaux, je ne manquerai pas de venir vous saluer et vous applaudir lors de cette journée du 21 juillet.*

*Je vous souhaite, d'ores et déjà, à tous de très bons vols.*

*Cordialement,*

*Jean-François Gatelier  
Bourgmestre de Sivry-Rance*



# Sivry-Rance vous accueille...

La commune de Sivry-Rance est formée des anciennes communes de Grandrieu, Montbliart, Rance, Sautin et Sivry, auxquelles il faut ajouter la partie sud du territoire de l'ancienne commune de Solre-Saint-Géry. Celle-ci a été rattachée à Sivry-Rance en raison de ses relations privilégiées avec Sivry et Sautin.

Grandrieu est le village le plus au Nord du territoire de Sivry-Rance. Il connut autrefois une petite activité marbrière en relation avec les communes françaises voisines d'Hestrud et de



Cousolre. Il s'y est également développé une brasserie qui connut une belle renommée grâce à sa spécialité, la « Trappistine ».

Actuellement, Grandrieu abrite le terrain de l'Association Aéromodélisme du Sud-Hainaut sur les hauteurs de Bellevue ainsi que le Centre André Focant qui héberge des adultes autistes au hameau de Frasies. Le village est aussi celui qui a maintenu l'activité agricole la plus importante de la commune. A noter aussi que le village est jumelé avec la commune française de Grandrieu-en-Lozère.



Montbliart est le plus petit mais aussi le plus vallonné des villages de Sivry-Rance. Il fut le siège de « l'Académie de Montbliart », une modeste maison fréquentée par André Balthazar et Pol Bury, membres du courant surréaliste louviérois, qui venaient y écrire en s'amusant, notamment pour le « Daily-Bul », une revue bien connue des auteurs et amateurs de littérature et d'art d'avant-garde. Montbliart est également le berceau de Paul Desorbaix, un médecin de renom du 17<sup>ème</sup> siècle qui eut notamment pour patiente l'Impératrice d'Autriche.



Rance est le village le plus à l'est du territoire de la commune. Son activité marbrière d'autrefois a fait sa notoriété. Le « Rouge de Rance » a connu une renommée internationale. Il fut notamment utilisé pour décorer des salles du fastueux château de Versailles. Le Musée du

Marbre, géré par la « Société d'Histoire régionale de Rance » et installé dans l'ancienne maison communale du village, entretient la mémoire de ce passé industriel prestigieux. Sur le territoire de ce village se trouve également une forêt domaniale de 532 ha, aménagée pour un tourisme vert, avec 21 km de promenades, des aires de pique-nique et un parcours du Ravel.

Sautin était autrefois un hameau de Sivry. Il est le village le plus central du territoire de la commune, ce qui lui vaut l'organisation d'activités de grande envergure comme la Fête de la Ruralité et la Foire du Terroir. On peut en outre y voir un monument mégalithique appelé « Pierre qui Tourne », des menhirs dont l'un a servi aussi de polissoir des outils de pierre de nos ancêtres préhistoriques.

Sivry est le centre administratif de la Commune. Il abrite la Maison communale, le Centre public d'Action sociale et le Centre culturel local. Ce village a connu autrefois une activité industrielle et commerciale relativement intense, notamment par le travail de la laine, des brasseries et la fabrication de sabots. Incendié et pillé par l'armée allemande lors de son passage en août 1914, son développement économique a ainsi été stoppé. Mais Sivry est surtout connu pour sa vie associative et ses fêtes qui attiraient de nombreux visiteurs autrefois. Sivry abrite également « l'Espace Nature de la Botte du Hainaut » qui expose une collection importante d'animaux naturalisés et organise des animations basées à la fois sur l'environnement, la vie rurale et l'histoire locale.

Enfin, l'ancienne partie du territoire de Solre-Saint-Géry est un petit territoire qui connut et connaît encore une activité économique non négligeable. Elle abrite le Centre permanent d'Etude de la Nature, la Crèche communale et le siège de la Zone « Botha » de la Police fédérale. Ce territoire venu de Solre-Saint-Géry est connu sous le nom de « Sivry-Gare » pour sa partie Nord parce qu'elle abritait l'ancienne gare desservant Sivry, et de « Carreauterie » pour sa partie Sud, hameau pratiquement aggloméré au village de Sautin.

Christian Sol



Sivry-Rance







The entity of Sivry-Rance consists of the former villages of Grandrieu, Montbliart, Rance, Sautin and Sivry, to which part of the former town of Solre-Saint-Géry was added. This annexion was motivated by its privileged relations with Sivry and Sautin.

Grandrieu is the village situated most to the North of the territory of Sivry-Rance. Some marble industry was active there during the previous centuries ; this activity was related to similar activities in the neighbouring French villages of Hetrud and Cousolre. A brewery was also of great fame with its speciality, the « Trappistine » beer.



Presently, Grandrieu hosts the airfield of the Association Aéromodéliste du Sud-Hainaut on the heights of Bellevue and the Centre André Focant, an institute for autistic adults, in the village of Frasier. It is also in Grandrieu that most of the agricultural activity of our entity remains. Sivry-Rance is also associated by twinning with the French city of Grandrieu-en-Lozère.



Montbliart is the smallest, but also the most undulated of the villages of Sivry-Rance. It has been the site for the « Académie de Montbliart », a modest house well known for its frequent visits by the artists André Balthazar and Pol Bury, members of the surrealistic movement from La Louvière. They met there to enjoy life and write for the « Daily-Bul », a well known magazine by the amateurs of literature and avant-garde art. Montbliart is also the birthplace of Paul Desorbaix, a reputed doctor of the 17th century who, among others, took care of Empress of Austria.



Rance is situated most to the East of our entity. Marble industry made its reputation in the past. The marble « Rouge de Rance » was internationally valued. It was used to decorate several rooms of the sumptuous Versailles palace. The Marble Museum, managed by the « Société d'Histoire Régionale de Rance », is installed in the former city

hall of the village and preserves its prestigious industrial past. On this village's territory, you also find a large state forest (532 ha) that is equipped for « green tourism » with 21 km of walk path, several picnic areas and part of the « Ravel » course.

Sautin was formerly the administrative centre of the entity. It is indeed the most centrally situated, and attract several large scale events like the « Fête de la Ruralité » and the « Foire du Terroir ». You can also find a megalith named « Pierre qui Tourne », several menhirs among which one was used by our ancestors to polish stone tools.



Sivry is now the administrative centre of the entity. The town hall, the Cultural Center and the centre for social welfare. In the past, Sivry was a relatively important industry and trade center, most notably for wool, breweries and clog production. It was severely burned down by the German army during August 1914, which stopped its economic development. But Sivry is principally known for its associative life and the multiple feasts that attract many visitors. You can also find the « Espace Nature de la Botte du Hainaut » where an important collection of stuffed animals is on display. There are also animations based on environment, rural life and local history.

Finally, the part of Solre-Saint-Géry is a small territory that knew and still knows a significant economic activity. You find the « Centre permanent d'études de la Nature », the communal crèche and the police office « Botha » of the Federal Police. The Northern part of this place is known as « Sivry-Gare » due to the railway station that was in function in the past. The Southern part is known as « Carreauterie », a helmet now agglomerated with Sautin.



Christian Sol (translation RH)

# Welcome to Sivry-Rance...



Sivry-Rance





Dear friends, visitors and competitors,

It is a great honour for the Belgian Aeroclub, the Belgian Aeromodelling League and the Association Aéromodéliste du Sud-Hainaut to have been appointed to host the 19<sup>th</sup> edition of the European F3A Championship. We want to thank the Fédération Aéronautique Internationale for awarding us this task and for placing their confidence in us. This is the fourth edition of the European F3A championships to be granted to our country and we are proud of this.

We wish you all the best. I know how hard all participants worked to be present here and represent their country in the best possible way. On our side, we have deployed all possible efforts to provide you with the best facilities within our reach. We are facing a tight schedule with flights from early in the morning till the late afternoon and we count on the good will and cooperation of all to move fluently through the programme. Our jury members will have a long and tough time scoring your flights. We are convinced that they will act in the best and fairest way in order to select the very best out of the exceptional pilots gathered here.

Let us hope that the weather during our event will be up to its good statistics and will not interfere with our plans and your pleasure, and let the best succeed!

I sincerely hope that in a few days from now, you will return home with good memories of this meeting and this place. In the name of the complete staff of this organisation, I wish you the best sporting successes and an enjoyable stay in Sivry-Rance.

Robert Herzog, Belgian delegate at the CIAM

Chers amis, visiteurs et participants,

C'est un grand honneur pour l'Aéroclub Royal de Belgique, la Ligue Belge d'Aéromodélisme et l'Association Aéromodéliste du Sud-Hainaut de s'être vu confier l'organisation de cette dix-neuvième édition du Championnat d'Europe de

Voltige Radiocommandée. Nous remercions la Fédération Aéronautique Internationale pour la confiance qu'elle a placé en nous. C'est la quatrième fois que ce championnat est confié à notre pays et nous en sommes très honorés.

Aux pilotes, nous savons combien intenses furent vos efforts pour assurer votre présence ici et représenter dignement votre pays. Pour notre part, nous avons déployé toute notre énergie pour vous procurer les meilleurs services possibles. Nous allons vivre une semaine d'intense compétition en nous astreignant à un horaire serré. Nous comptons sur la bonne volonté et la coopération de tous pour assurer un déroulement harmonieux des épreuves. Notre jury a devant lui une tâche ardue, mais nous savons qu'il aura à cœur de sélectionner au travers de ses pointages les meilleurs parmi tous les pilotes d'exception qui sont présents ici.

Nous espérons que les conditions météorologiques seront clémentes et ne viendront pas interférer avec nos plans, pour le plus grand plaisir de tous.

J'espère sincèrement que dans quelques jours, vous rentrerez chez vous remplis de souvenirs impérissables de votre séjour parmi nous. Au nom de toute l'équipe de l'organisation, je vous souhaite à tous les meilleurs résultats sportifs et un agréable séjour à Sivry-Rance.

Robert Herzog, délégué belge à la CIAM

CIAM welcome



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## Welcome words by Paulette Halleux, chair of the Belgian Aeromodeling League



## Voeux de bienvenue de Paulette Halleux, présidente de la Ligue Belge d'Aéromodélisme

Dear visitors and competitors,

Chers visiteurs et compétiteurs,

The Royal Belgian Aeroclub, the Belgian Aeromodellers League and its French speaking wing, l'Association d'Aéromodélisme (AAM) are proud to host the 19<sup>th</sup> F3A European Championship here in Belgium, on the site of AASH (Association d'Aéromodélisme du Sud Hainaut).

L'Aéroclub Royal de Belgique, la Ligue Belge d'Aéromodélisme et son aile francophone, l'Association d'Aéromodélisme (AAM) sont fiers d'accueillir le 19<sup>ème</sup> Championnat d'Europe F3A ici en Belgique, sur le site de l'AASH (l'Association d'Aéromodélisme du Sud Hainaut).

Last year, when the project was conceived, we expressed our full support to take over the organisation of this competition, as the organisation of FAI championships has been part of the Belgian contributions to the CIAM calendar over the last decades. More specifically, Belgium was already the host of three F3A European championships since the '70.

L'année dernière, lorsque le projet a été conçu, nous avons exprimé notre soutien total à l'organisation de ce concours, car l'organisation des Championnats FAI a fait partie des contributions belges au calendrier CIAM au cours des dernières décennies. Plus précisément, la Belgique a déjà accueilli trois championnats d'Europe F3A depuis les années '70.

Today, it is the turn of our faithful AASH to take over the job, and we are convinced that Gérard and his team will produce their outmost efforts to provide you with an unforgettable event. Even if the schedule of your competition days seems extremely arduous to us : flying from 7 AM till the evening will be a stressful situation for all, especially the members of the judges panels who we wish to warmly thank for their extreme dedication to this arduous sport. The F3A category has always been among the most demanding of all aeromodelling categories as every part of the flight is scrutinized by expert eyes to detect the slightest discrepancy with the imposed schedule. Having here in Grandrieu the best pilots from so many European nations, as well as a few pilots coming from the Far East of our planet to mingle with our European elite is a real honour and we thank you for this.

Aujourd'hui, c'est au tour de notre fidèle AASH de reprendre le travail, et nous sommes convaincus que Gérard et son équipe ne lésineront rien pour vous offrir un événement inoubliable. Même si le calendrier de vos journées de compétition nous semble extrêmement dense : voler de 7h00 du matin jusqu'au soir sera une situation stressante pour tous, en particulier pour les membres des panels de juges que nous voulons remercier chaleureusement pour leur dévouement extrême à ce sport ardu. La catégorie F3A a toujours été parmi les plus exigeantes de toutes les catégories d'aéromodélisme car chaque partie du vol est scrutée par des yeux experts pour détecter la moindre divergence avec le programme imposé. Avoir ici à Grandrieu les meilleurs pilotes de tant de nations européennes, ainsi que quelques pilotes venus d'Extrême-Orient pour se mêler à notre élite européenne, est un véritable honneur et nous vous en remercions.

May the best succeed and good luck to all !

Que le meilleur gagne et bonne chance à tous !



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## Welcome words by Peter Uhlig President of the FAI Jury

It is a great pleasure for me to welcome all participants, supporters, dignitaries and officials to the 2018 FAI F3A European Championship for Aerobatic Model Aircraft in Belgium. This event, organized by the Association d'Aéromodélisme Sud Hainaut under the auspices of the Royal Aero Club of Belgium is a major sporting aviation event on the FAI Calendar of competitions bringing together Europe's best RC Aerobatics flyers.

It is my first European Championship as Jury President. Nevertheless I know Gerard Werion and AASH for a long time because I have been here for a well appreciated F3A World Cup Competition nearly every year since 2005. So I know that he will present us a well organized Championship.

F3A has a long history in Belgium. the first FAI F3A European Championship 1976 was in Belgium (Coxyde), already with the AASH in the organization. And it is a fact that, many F3A trophies are coming from Belgium.

My best wishes go to each of the competitors and the teams. I know that you spent a lot of time for preparation and I hope that your aspirations for a good final ranking in this event will come true.

Greetings to the FAI Jury Members and to FAI Judges, too. You will have a hard job to separate the competitors. But I'm sure you will do your best.

A special welcome to spectators to the exciting world of aeromodelling. Sit back, relax, and allow the competitors to thrill you with their aerial ballet in the Belgian sky.

My congratulations go to the organizers who spent a lot of time, energy and efforts in their preparation to bring us this prestigious event. I need to express my personal thanks to every person who is involved in the organisation and running of the championship.

Finally I may wish you all a successful and enjoyable event and a fair competition.

Peter Uhlig  
President of the FAI Jury  
CIAM F3 Aerobatics Subcommittee Chairman



Peter and his Episode F3A model



Top left : Hanno Prettner and the Supra Fly, his first title as FAI World Champion  
Top right : World Champion title in Avignon (1987-88) with the Supra Star



Hanno Prettner  
8 times TOC-Las Vegas champion  
7 times FAI F3A World Champion

## Welcome words by Hanno Prettner

### Grußworte Europameisterschaft 2018

An dieser Stelle freue ich mich, ich alle Teilnehmer, Punktrichter, Offizielle und Helfer zu einem fairen und sportlichen Wettkampf, mit hoffentlich guten Flugbedingungen, begrüßen zu dürfen.

Es ist schon faszinierend beim Zurückblicken, wie sich die Technik weiter entwickelt hat. 1976 bin ich selbst bei den ersten Europameisterschaften in RC-1 in Koksijde mitgeflogen und stolzer Zweiter hinter Wolfgang Matt (LIE) geworden. Obwohl ich eigentlich – laut Wertung - nie einen Flug beendet habe, denn im Trudeln hat jedes Mal der Motor abgestellt. Und die darauffolgenden Figuren wurden alle mit 0 Punkten bewertet. Die Leistungssteigerung des erstmals verwendeten Resonanzrohres, zusammen mit der Luftdichte am Meeresniveau, haben die Kurbelwellen nicht verkräftet und sind gerissen. Meine Bestzeit waren rekordreife 4 Minuten um eine Kurbelwelle an meiner Curare zu wechseln.

Damals in den 70ern verwendete man die hochdrehenden Zweitakter als Antriebsquelle für die pfeilschnellen Kunstflugmodelle; die Figuren wurden weiträumig und im Jet-Stil vorgetragen. 1978 – mit den Anforderungen des Las Vegas TOC Programms - bin ich dann meinem Traum, dem Kunstfliegen mit gleichbleibender Geschwindigkeit, schon näher gekommen. Die 2,85 m große Daltel mit meinem Twin-Getriebemotor und dem riesigen Propeller, war die erste Stufe in diese neue Ära und zugleich revolutionierend.

Danach hat sich auch das F3A Programm immer mehr gewandelt; weg von den Hochgeschwindigkeitsfiguren und hin zu einer durchgehenden Figurenabfolge mit gleichmäßiger Geschwindigkeit.

Aber die F3A Regeln und Manöver konnten nur abgeändert werden, weil es eine beispiellose technische Entwicklung gab. Speziell bei der Motorentechnik, Fernsteuertechnologie und ganz besonders bei den Akkus. Heute wiegt zum Beispiel ein Servo mit gleicher Stellkraft nur mehr ein Fünftel von damals. Aber das Wichtigste ist die Sicherheit; gab es damals noch vermehrt Funkstörungen und Interferenzen, so sind die heutigen Systeme nicht nur doppelt abgesichert sondern auch noch extrem stör-unempfindlich. Innovationen garantieren die Zukunft für unseren Modellflugsport und es werden immer neue Grenzen und Herausforderungen gemeistert und Flugfiguren kreiert.

Es ist beeindruckend, wie diese Europameisterschaft, seit 1976, zu einer Prestigeveranstaltung in der internationalen Kunstflugszene aufgestiegen ist; Top Piloten aus allen Teilen Europas kämpfen um die Spitzenplätze und zeigen beeindruckende Leistungen, die mit denen des legendären Las Vegas TOC vergleichbar sind.

Aber meine Bewunderung gilt nicht nur den Spitzenleistungen sondern auch jenen Piloten, die schon im Voraus wissen, dass sie sich im Mittelfeld oder im hinteren Teil der Rangliste platzieren werden. Sie sind es, die mit ihrer Teilnahme erst so einen großen Event ermöglichen. Aber ebenso beeindruckend ist die Emsigkeit der Veranstalter um Gerard Werion mit seinem AASH Team, für jeden Teilnehmer, diese Championships zu einem unvergesslichen Erlebnis zu gestalten.

In diesem Sinne wünsche ich den Veranstaltern einen unfallfreien Wettkampf, den Piloten das Gelingen aller Kunstflugfiguren und den Zusehern viel Spannung, Spaß und Freude bei diesen 19ten F3A Europameisterschaften.

Guten Flug und Happy Landings

Hanno Prettner





Mots de bienvenue à l'occasion du championnat d'Europe 2018

Bienvenue à tous, participants, juges, officiels et assistants. Je vous souhaite une excellente compétition, pleine d'esprit sportif et de fair-play avec, je l'espère, de bonnes conditions de vol.

Si on fait un petit retour en arrière, on est fasciné aujourd'hui de voir à quel point la technique a évolué. En 1976, j'ai volé lors des premiers championnats d'Europe de RC-1 à Koksijde, au cours desquels j'ai fini deuxième derrière Wolfgang Matt (LIE). Bien qu'en fait, d'après les notes, je n'aie jamais terminé un vol car le moteur calait à chaque fois que l'avion partait en vrille. Les figures suivantes étaient notées 0. Les vilebrequins n'ont pas supporté le niveau de performance du résonateur qu'on utilisait pour la première fois, ajouté à la densité de l'air au niveau de la mer, ils ont lâché. Mon meilleur temps était un record de 4 minutes pour changer un vilebrequin sur mon Curare.

Autrefois, dans les années 70, on utilisait un moteur deux-temps qui montait vite dans les tours. C'était la source de propulsion sur ces avions très rapides ; on présentait les figures dans un vaste espace et en mode jet. En 1978, avec les exigences du programme Las Vegas-TOC, j'ai réalisé un rêve : voler à vitesse constante. Le Dalotel d'une envergure de 2,85 m équipé d'un moteur Twin et d'une immense hélice était la première étape de cette ère à la fois nouvelle et révolutionnaire.

Ensuite, le programme F3A n'a cessé d'évoluer. Adieu les figures à haute vitesse. Place aux figures successives à vitesse constante. Mais les règles et les manœuvres du F3A ne pouvaient être modifiées que parce qu'il y avait une évolution technique sans pareil, particulièrement sur les moteurs, la télécommande, mais aussi sur les batteries. Par exemple, un servo pèse aujourd'hui un cinquième de ce qu'il pesait autrefois. Mais le plus important, c'est la sécurité. Autrefois, il y avait des perturbations radioélectriques et des interférences. Aujourd'hui, les systèmes n'ont pas seulement une double sécurité, ils sont aussi extrêmement insensibles à ces interférences. Les innovations sont l'avenir de notre sport. On dépassera toujours les limites, les défis et on créera de plus en plus de nouvelles figures.

C'est incroyable de voir que ce championnat d'Europe est devenu depuis 1976 une manifestation prestigieuse sur la scène internationale des avions modèles réduits. Des pilotes fabuleux de l'Europe entière participent afin d'obtenir les premières places. Ils présentent des figures impressionnantes comparables au légendaire Las Vegas TOC.

Mais mon admiration ne vaut pas seulement pour ces grandes performances. Elle vaut aussi pour ces pilotes qui savent d'avance qu'ils seront au milieu ou en fin de classement. Grâce à eux, cette manifestation est un grand événement. Tout aussi impressionnant est l'élan des organisateurs autour de Gérard Wérion et de son équipe de l'AASH qui ont mis tout en œuvre pour que ces championnats soient un événement inoubliable.

En ce sens, je souhaite aux organisateurs, à l'occasion de ces 19<sup>èmes</sup> Championnats d'Europe F3A, une compétition sans casse, aux pilotes beaucoup de réussite dans leurs figures et aux spectateurs beaucoup de plaisir et de joie.

Bons vols et Happy Landings.

Hanno Prettnner

Welcome words on the occasion of the 2018 European Championship.

Welcome to everybody: competitors, judges, officials and assistants. I wish you an excellent competition, full of sportsmanship and fair play and I hope, with good flying conditions.

If we look backwards, we are fascinated today to see how technology has evolved. In 1976, I flew at the first RC-1 European Championships in Koksijde, where I finished second behind Wolfgang Matt (LIE). Although in fact, according to the notes, I never finished a flight because the engine stalled every time the plane went into a spin. The following figures were marked 0. Crankshafts did not support the level of performance of the resonance tube that was used for the first time, added to the density of the air at sea level, they dropped. My best time was a 4-minute record to change a crankshaft on my Curare.

Formerly, in the 70s, a two-stroke engine which raced quickly was used. It was the source of propulsion on these very fast planes; the figures were presented in a large space and in jet mode. In 1978, with the requirements of the Las Vegas-TOC program, I realized a dream: flying at a constant speed. The Dalotel with a wingspan of 2.85m equipped with a twin engine and a huge propeller was the first step in this both new and revolutionary period.

Then, the F3A program has continued to evolve. Farewell to high speed figures. Make way for successive figures at constant speed.

But the rules of F3A could not be changed because there was a technical matchless evolution, especially on the engines, the remote control, but also on the batteries. For example, a servo now weighs one-fifth of what it weighed formerly. But the most important thing is security. In the past, there were radio disturbances and interferences. Today, systems not only have double security, they are also extremely insensitive to these interferences. Innovations are the future of our sport. We will always exceed the limits, the challenges and we will create more and more new figures.

It's amazing that this European Championship since 1976 has become a prestigious event in the international aircraft-models: fabulous pilots from all over Europe participate in order to get the first places. They present impressive figures comparable to the legendary Las Vegas TOC.

But my admiration is not just for these great performances. It also applies to those drivers who know in advance that they will be in the middle or at the end of the positions. Thanks to them, this event is a big event. Equally impressive is the enthusiasm of organizers around Gérard Wérion and his team AASH who put every effort so that these championships are unforgettable.

In this sense, I wish the organizers, on the occasion of these 19<sup>th</sup> European Championships F3A, a competition without crashes, to the pilots a lot of success in their figures and to the spectators a lot of pleasure and joy.

Happy Flights and Happy Landings.

Hanno Prettnner.



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263 Concept  
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## La voltige F3A

La catégorie F3A est une classe de compétition de voltige pour modèles radiocommandés. Elle a occupé une place centrale dans le code FAI, section 4 depuis des décennies, puisque les premières compétitions internationales remontent aux débuts de la pratique même de la radiocommande de modèles volants, dans les années 1950. Les détails des règlements ont changé avec le temps et l'évolution des technologies impliquées.

Aujourd'hui, un modèle F3A obéit aux restrictions suivantes:

- Longueur et envergure limitées à 200 cm
- Masse maximum sans le carburant limitée à 5 kg

La cylindrée des moteurs n'est pas limitée et l'usage de moteurs électriques s'est largement généralisé au cours des dernières années. Le niveau de bruit de ces modèles est limité à 94 dB(A) mesurés à 3 m. Les modèles doivent être pilotés par radiocommande, et toute assistance automatique est prohibée. Sont notamment interdits les auto pilotes sur l'axe de roulis, les réglages automatiques du pas de l'hélice et tout dispositif permettant le déroulement automatisé de commandes successives. Tout dispositif d'apprentissage basé sur l'analyse de manœuvre à manœuvre ou de vol à vol est prohibé. En bref, le pilote doit à tout moment assurer complètement le contrôle de son appareil, selon tous les axes de vol.

Une compétition F3A contemporaine comporte deux programmes de figures (P-19 et F-19) utilisés soit lors des éliminatoires soit lors des semi-finales et finales, ainsi que deux programmes "inconnus", imposés aux finalistes, et qui ne leur sont révélés que la veille de la finale. Tous ces programmes sont du type "Tournament", avec des transitions douces entre les manœuvres successives. Les discontinuités entre manœuvres sont fortement pénalisées.

Nominale, chaque participant exécutera quatre vols de qualification selon le programme P-19, et ceci devant deux panels de cinq juges. Chaque manœuvre est cotée séparément et le score du vol est obtenu par un calcul selon la formule Tarasov-Bauer-Long (TBL). Les scores de chaque tour de vol sont normalisés à 1000. A la fin des éliminatoires, les trois meilleurs scores de chaque concurrent déterminent son accession aux semi-finales. Ces sommes sont normalisées à 1000. 30% des pilotes (et 30 au maximum) passent ce cap. Au cours des semi-finales, le programme de vol est le F-19. Chaque pilote accomplit deux vols, devant chacun des panels de juges. A l'issue des semi-finales, les meilleurs pilotes sont admis en finale, sur la base des trois meilleurs scores obtenus à l'issue des éliminatoires et des semi-finales. Le programme des finales comporte quatre vols, dont deux selon le programme F19 et deux selon les programmes "inconnus". Le classement final est calculé à partir du meilleur score du programme F-19 et des scores des «inconnus». Le classement entre équipes s'effectue sur la base des scores des éliminatoires, pour tous les pilotes d'une même nation.

La compétition est ouverte aux équipes des pays européens membres effectifs de la FAI, sur la base de trois pilotes sélectionnés par pays, ainsi qu'un junior, et bien entendu le porteur actuel du titre de Champion d'Europe. Dans les pages qui suivent, le lecteur trouvera les descriptions complètes des manœuvres de chacun des programmes, ainsi que les descriptions et photographies de tous les pilotes et chefs d'équipes. On trouvera vers la fin de ce document une table permettant la transcription des scores tout au long de la compétition, qui permettra à chacun de prévoir les participants aux semi-finales et aux finales, et d'évaluer les chances de chacun d'accéder au titre.

## F3A Aerobatics

F3A is an international competition for pattern flying radio-controlled aeromodels. It has been a central part of the FAI sporting code, section 4, for several decades, as the first international competitions for pattern flying under the FAI jurisdiction date back to the early days of radio control, during the 1950's. The details of the rules changed with time to adapt to the progress of technology.

Today, the F3A class is open to models corresponding to the following global characteristics:

- Overall length and wingspan: not more than 200 cm
- Overall weight: 5 kg without fuel

The engine displacement is no longer limited, but during the last few years, electric propulsion became prevalent. The noise level emitted by these models is limited by the sporting code to 94 dB(A) at a distance of 3 meters. Models have to be controlled by radio, and devices for automatic assistance in piloting are forbidden. Notably, autopilots for wing levelling, for propeller pitch control and intended to perform programmed series of commands are forbidden. Any learning function involving manoeuvre-to-manoeuve or flight-to-flight analysis is forbidden. So basically, the pilot has to control the model himself during the whole flight and every manoeuvre.

The flight schedules for today's F3A comprise two compulsory schedules (P-19 and F-19), to be flown during the preliminary and final rounds of the contest, as well as two "unknown" programs, imposed to the competitors of the finals, and revealed to them only the night before these finals. These schedules are all of the "Tournament" style, so that no discontinuity between manoeuvres is tolerated.

Nominally, each pilot has to fly four preliminary rounds, in front of two different panels of 5 judges. Each manoeuvre is scored separately and the addition of the judge's scores is calculated by using the Tarasov-Bauer-Long (TBL) scoring System. Scores of each round are normalised to 1000. At the end of the preliminary flights, the best three score of each competitor are summed. On this basis, the top 30%, but not more than 30 competitors, will be admitted to the semi-finals. Here, the flight schedule flown is F-19. At the end of the semi-finals, the top pilots are admitted to the final, where schedule F-19 and the "Unknown" schedules are flown twice alternately in front of the two panels of judges. For the final rounds, for all pilots who reached the semi-finals, the final score is the addition of the two "unknown" and the best F-19. The country classification is based on the addition of the preliminary scores.

The championship is open to teams of three selected senior pilots from the same European nation, effective member of the FAI, one junior member of the same nation and the current European Champion.

In the next pages, you will find the description of the flight schedules and the *curriculum vitae* and photographs of all participants and team managers. A table is provided in the last pages of this document for you to transcribe the scores as the competition progresses, and help you in computing the probable participants to the finals and the eventual winners.

# F3A European Championships classifications over the years...



#	Year	Location	Individual classification			Team classification		
			1	2	3	1	2	3
1	1976	<a href="#">Belgium-Coxyde</a>	Wolfgang Matt, Liechtenstein	Hanno Prettner, Austria	Günter Hoppe, Germany	Germany	Italy	Austria
2	1984	<a href="#">Belgium-Genk</a>	Wolfgang Matt, Liechtenstein	Bertram Lossen, Germany	G. Hoppe, Germany	Germany	<a href="#">Belgium</a>	Italy
3	1986	<a href="#">France</a>	Bertram Lossen, Germany	Wolfgang Matt, Liechtenstein	Peter Wessels, Germany	Germany	Italy	UK
4	1988	<a href="#">Sweden</a>	Wolfgang Matt, Liechtenstein	Bertram Lossen, Germany	Peter Erang, Germany	Germany	Sweden	UK
5	1990	<a href="#">Austria</a>	Hanno Prettner, Austria	Wolfgang Matt, Liechtenstein	Bertram Lossen, Germany	Germany	Austria	Switzerland
6	1992	<a href="#">Greece</a>	Wolfgang Matt, Liechtenstein	Peter Erang, Germany	Roland Matt, Liechtenstein	Liechtenstein	Germany	Austria
7	1994	<a href="#">Liechtenstein</a>	Wolfgang Matt, Liechtenstein	Roland Matt, Liechtenstein	Christophe.P. LeRoux, France	Liechtenstein	France	Germany
8	1996	<a href="#">Czech Republic</a>	Christophe.P. LeRoux, France	Wolfgang Matt, Liechtenstein	Roland Matt, Liechtenstein	France	Liechtenstein	Germany
9	1998	<a href="#">Italy</a>	Christophe.P. LeRoux, France	Roland Matt, Liechtenstein	Wolfgang Matt, Liechtenstein	Liechtenstein	France	Germany
10	2000	<a href="#">Belgium-Othée</a>	Christophe.P. LeRoux, France	Wolfgang Matt, Liechtenstein	Marco Benincasa, Italy	Italy	Austria	France
11	2002	<a href="#">Spain</a>	Christophe.P. LeRoux, France	Roland Matt, Liechtenstein	Marco Benincasa, Italy	Germany	Liechtenstein	Austria
12	2004	<a href="#">Portugal</a>	Roland Matt, Liechtenstein	Christophe.P. LeRoux, France	Wolfgang Matt, Liechtenstein	France	Liechtenstein	Germany
13	2006	<a href="#">Switzerland</a>	Christophe.P. LeRoux, France	Roland Matt, Liechtenstein	Sebastiano Silvestri, Italy	France	Liechtenstein	Austria
14	2008	<a href="#">Italy</a>	Christophe.P. LeRoux, France	Sebastiano Silvestri, Italy	Bernd. Beschorner, Germany	France	Germany	Austria
15	2010	<a href="#">Austria</a>	Christophe.P. LeRoux, France	Gerhard Mayr, Austria	Sebastiano Silvestri, Italy	Italy	Austria	France
16	2012	<a href="#">France</a>	Christophe.P. LeRoux, France Junior: Marco Mazzucchelli, Italy	Gerhard Mayr, Austria Junior: Sandro Matti, Switzerland	Marco Mazzucchelli, Italy Junior: Phil. Rannetshausen, Germany	France	Austria	Italy
17	2014	<a href="#">Liechtenstein</a>	Stefan Kaiser, Liechtenstein Junior: Jan Votava, Czech Republic	Christophe P. LeRoux, France Junior: Karl Ernst Overdick, Germany	Gernot Bruckmann, Austria Junior: Lukas Dietrich, Austria	Austria	Switzerland	France
18	2016	<a href="#">Germany</a>	Gernot Bruckmann, Austria Junior: Andrea de Vidi, Italy	Nurila Lassi, Finland Junior: André Bracht, Germany	Christophe P. LeRoux, France Junior: Leo Heckmann, France	Switzerland	Austria	France
19	2018	<a href="#">Belgium-Grandrieu</a>						



# À l'intention de nos visiteurs...

## Généralités :

La compétition que vous pourrez voir cette semaine a pour but de désigner le champion d'Europe officiel reconnu par la FAI (Fédération Aéronautique Internationale) dont le siège est à Lausanne.

La FAI (créée en 1905) gère tous les sports de l'air, voltige avions grandeur, montgolfières, planeurs grandeur, courses « Red Bull », aéromodélisme.

La FAI a organisé l'aéromodélisme en catégories :

Vol libre F1  
Vol circulaire F2  
Vol radiocommandé F3  
Fusées et récemment les drones.  
Etc...

Chaque catégorie est divisée en sections suivant le type de modèles, le type de compétition,

F3A : Voltige radiocommandée

F3B : Planeurs – durée distance vitesse

F3C : voltige hélicoptères

C'est donc au championnat d'Europe FAI F3A que vous assistez.

Trois titres seront décernés le 28 juillet :

- Champion d'Europe seniors
- Champion d'Europe par équipe
- Champion d'Europe junior (classement des moins de 18 ans).

Les deux premiers jours (19-20 juillet) sont destinés au contrôle des modèles qui doivent respecter le règlement FAI :

Longueur maxi 2000 mm , envergure 2000 mm , poids 5000 g, tout ceci avec 1 % de tolérance, un avion ayant une envergure de 2020 mm et un poids de 5050 g peut participer.

Le poids est vérifié réservoir vide pour les modèles thermiques mais avec batterie pour les modèles électriques.

Le bruit est également contrôlé : max 94 dB à 3 m.

Absence d'éléments interdits (gyroscopes...)

## La compétition :

Les 4 premiers jours (22 au 25 juillet) chaque concurrent effectue un vol P19 par jour, après ces 4 vols, les pilotes classés dans la première moitié continueront pour les demi-finales avec deux vols F19 (Vendredi 27 juillet).

A l'issue des demi-finales, les dix premiers sont sélectionnés pour la finale du samedi.

Les vols de finales sont 2 vols P19 et deux vols inconnus (différents).

Les vols inconnus sont tirés au sort la veille au soir, les pilotes n'ont donc pas la possibilité de s'entraîner avant, sinon mentalement.

La qualité principale pour effectuer un bon vol est la concentration, le pilote devant toujours être attentif aux réactions du modèle avec le vent, chaque point perdu ne pouvant être rattrapé.

P19-F19 : Tous les deux ans, les programmes sont changés, ils portent le n° de l'année du championnat du monde (qui aura donc lieu en 2019).

Le jeudi 26 est un jour de réserve, une soirée spéciale (repas) ouverte à tous est organisée à 19h30.

## Le jugement :

Le pilote se trouve au croisement de deux lignes faisant un angle de 120 °, Il réalise une figure au centre, puis à gauche et droite en enchaînant.

Chaque figure doit être réalisée avec précision : trajectoires verticales, ou 45° les tonneaux doivent être au centre des lignes droites, l'avion doit rester dans un même plan (sauf si la figure permet d'en changer).

Une codification (Aresti) permet de décrire précisément ces figures, Aresti est le nom d'un colonel espagnol qui inventa cette codification en 1961.

L'avion doit voler à une distance d'environ 150 m (poteaux).

L'azimut (hauteur) ne doit pas dépasser 60°.

Tout ceci quel que soit le vent, la compétition est arrêtée si le vent dépasse 12 m / seconde (43,2 km/h).

Les juges attribuent une note de 0 à 10 (par demi-points), cette note est multipliée par un coefficient selon la difficulté de la figure.

Une correction statistique a lieu après passage de tous les pilotes pour un vol, ceci afin de lisser les résultats.

Pour les qualifications et les demi-finales, il y a 5 juges, pour les finales, 10 juges.



# Quelques éléments du code ARESTI...

## Aresti :

Ci-dessous, les figures élémentaires et leur symbole ARESTI correspondant. Consultez la planche P19 ou F19 ci-contre (P-19 pour les préliminaires, F-19 pour les finales). Les symboles suivants expliquent les manœuvres, ensuite comparez avec la trajectoire de l'avion, vous allez comprendre...

	<p>Début de figure : un cercle plein</p> <p>Fin de figure : un trait ligne vertical</p> <p>(avec éventuellement une barre en plus pour signifier que la fin de figure est à une altitude supérieure ou inférieure à celle du début de la figure)</p>
	<p>Vol rectiligne à altitude et vitesse rigoureusement stables</p>
	<p>Vol rectiligne inversé : idem, en vol dos</p>
	<p>Looping</p>
	<p>Tonneau</p>
	<p>Le demi tonneau : idem que précédemment, mais, dès que le pilote arrive en vol dos, il stoppe sa rotation : le vol se poursuit donc en vol inversé.</p>
	<p>Le tonneau à facettes : alors qu'il réalise un tonneau, le pilote marque des temps d'arrêt dans sa rotation. Chaque arrêt détermine une facette : on peut en compter deux, quatre ou huit. Pour un tonneau à facettes incomplet, une fraction indique la portion de tonneau qui sera effectuée</p>
	<p>Les déclenchés : ce sont des tonneaux particuliers. Ils sont générés par un décrochage d'une aile par rapport à l'autre, grâce à la dérive et à la profondeur. Cela donne un genre de vrille horizontale. Le déclenché peut être positif, si la force G est positive (profondeur cabrée) «Snap»</p>
	<p>Déclenché négatif dans le cas inverse (profondeur poussée).</p>

	<p>La vrille : l'avion, à haute altitude, ralentit son allure jusqu'à faire un décrochage que l'on rend asymétrique grâce à la dérive et la profondeur : une aile décroche et l'autre pas. La vrille peut être positive... «Spin»</p>		<p>... ou négative. Elle peut aussi comporter plusieurs tours, ou des fractions de tours...</p>
	<p>Le tonneau barriqué : c'est rarement présent en voltige car peu gracieux et peu «tonique» ! Il s'agit d'un tonneau que ferait un deux axes, grâce à la dérive puis la profondeur : l'avion fait un tire-bouchon horizontal. «Barrel roll»</p>		<p>Vrille composée : 1 tour et demi de vrille positive, avec sortie dos.</p>
	<p>Le renversement : c'est une montée verticale, puis un pivotement de l'avion sur son aile au sommet de cette montée. La descente bien verticale se termine par 1/4 de boucle carrée, ce qui ramène l'avion à plat. Variantes : avec des 1/2 ou 1/4 de tonneau ou déclenchés dans les parties ascendante ou descendante. «Hammerhead»</p>		<p>Le cercle en tonneaux : l'avion décrit un virage de 360° horizontal, tout en réalisant des tonneaux (essayez pour voir !).</p> <p>«Rolling turn»</p>

Un programme acrobatique F3A complet est composé d'un enchaînement continu de figures élémentaires qui doivent être exécutées de façon parfaitement coulée, sans manœuvres correctrices intermédiaires. Tout un art !

## F3A

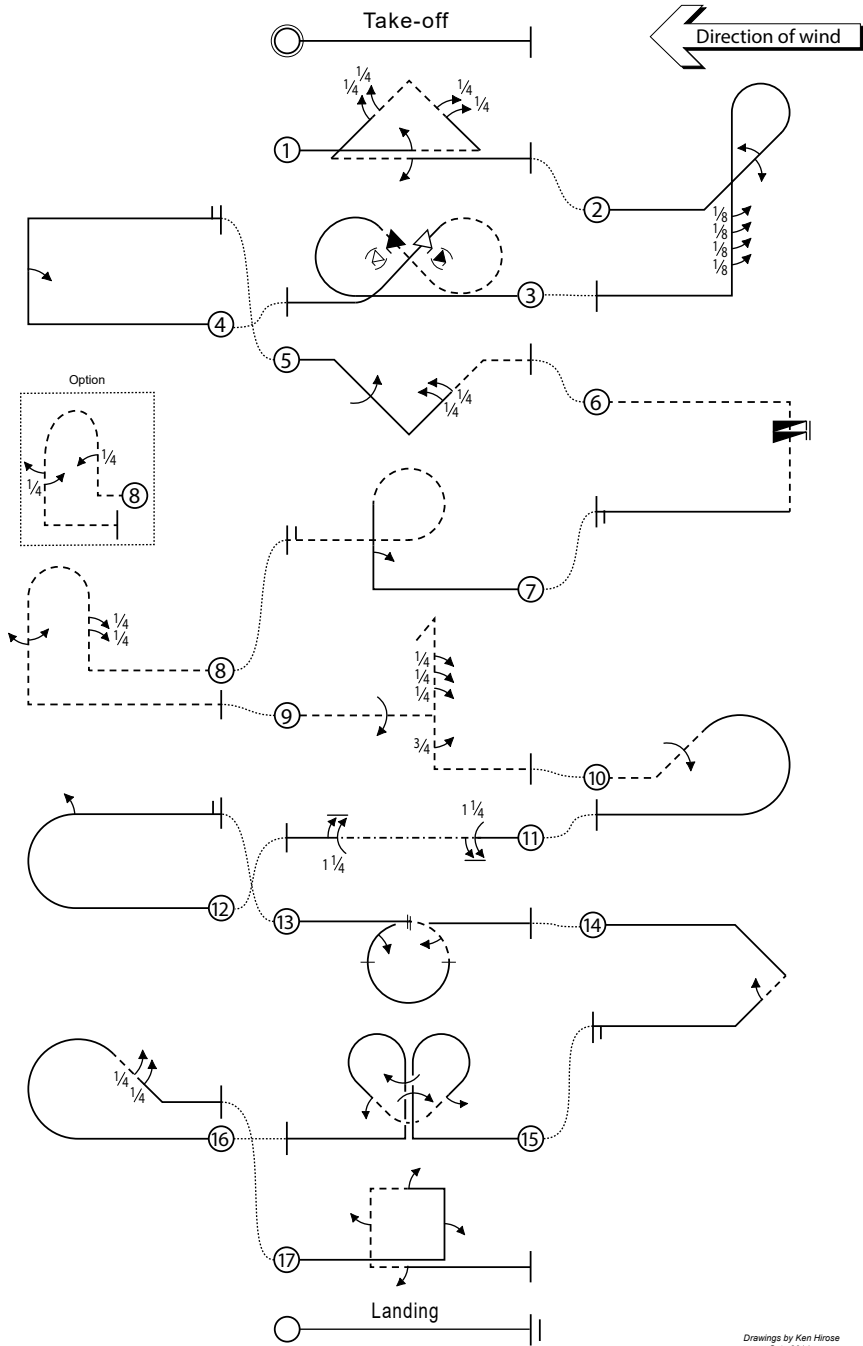
La voltige radiocommandée F3A existe depuis les années 1950. Bien sûr, la technologie a évolué, nous utilisons maintenant des radios avec une fréquence de 2.4 GHz, ce sont de véritables ordinateurs et beaucoup de paramètres peuvent être réglés.

L'avion qui fait face à l'entrée dans notre club house est un avion F3A datant des années 1960 ; c'est un modèle ayant appartenu à notre premier Président feu Mr Louis.

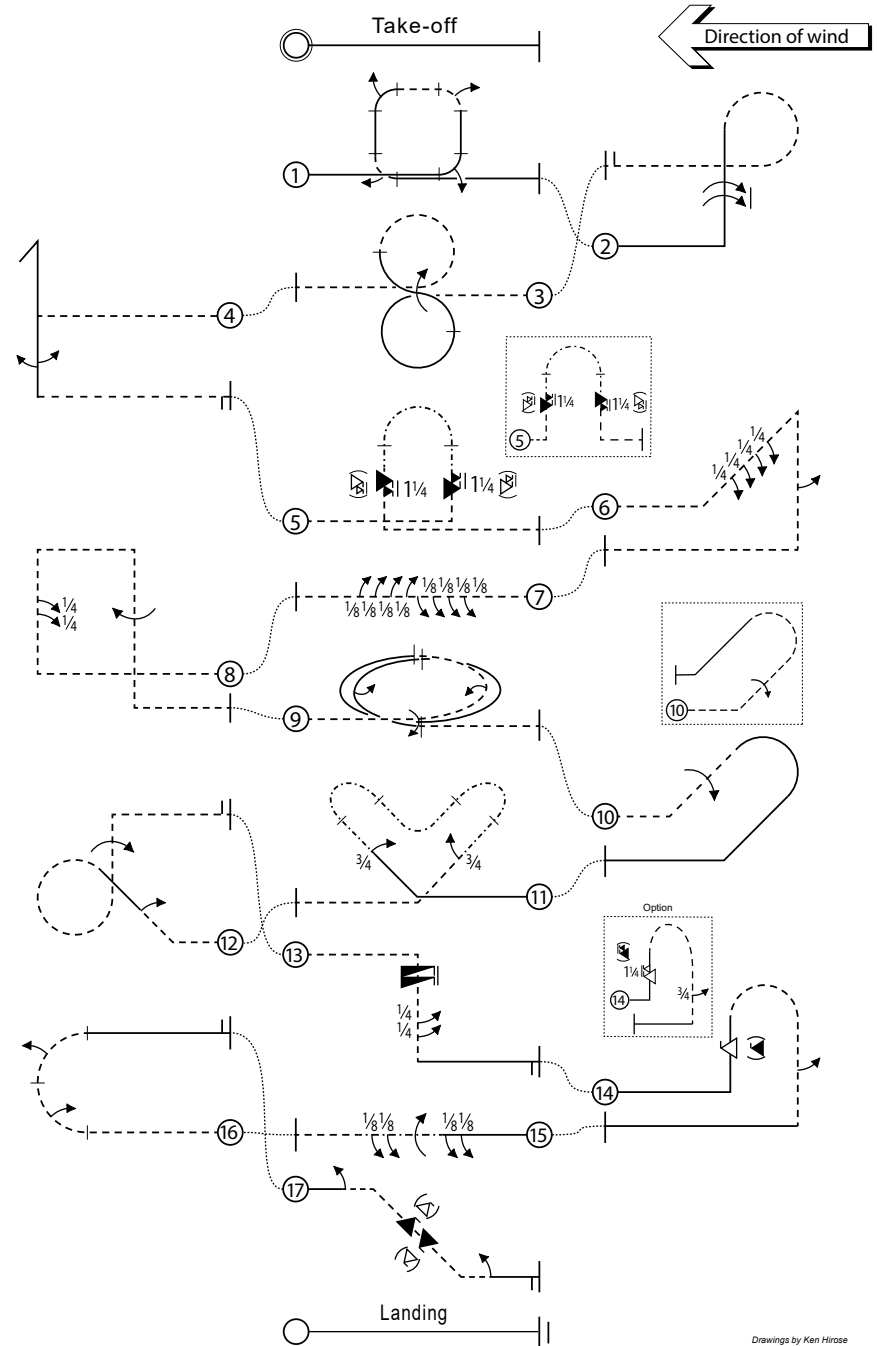
Pour plus de renseignements, n'hésitez pas à poser vos questions ou revenir un samedi après-midi.

**PRELIMINARY SCHEDULE P-19 (2018-2019)**

**FINAL SCHEDULE F-19 (2018-2019)**



Drawings by Ken Hirose  
Oct. 2014



Drawings by Ken Hirose  
June 2017



# The trophies of the European F3A Championship



*These trophies are on custody by the CIAM, the Aeromodelling Commission of the FAI*

## Luc Mommer Trophy

### Luc MOMMER 1935-1965

Luc Mommer pratiquait activement l'aéromodélisme ; il y puisa son goût pour l'aviation. Il entra à la Force Aérienne belge en 1955 et devient pilote de chasse après un stage effectué au Canada. Il décède accidentellement aux commandes d'un C119 en 1965. Le club CLM de Mellery porte son nom : Club Capitaine Luc Mommer, devenu « Royal » il y a deux ans.

Le 40<sup>ème</sup> squadron de l'aviation belge offrit ce trophée en 1972 pour un concours international d'acrobaties organisé par le CLM. Le trophée, œuvre du sculpteur Mr Fickx fut ensuite logiquement transmis pour les championnats d'Europe. Il récompense l'équipe victorieuse lors d'un championnat d'Europe F3A.

Sources :

<http://www.clmommer.be/index.php?page=Historique>  
<https://www.fai.org/page/f3a-european-team-challenge-cup-capitaine-aviateur-luc-mommer>  
<http://rc-paper.com/accueil.php>

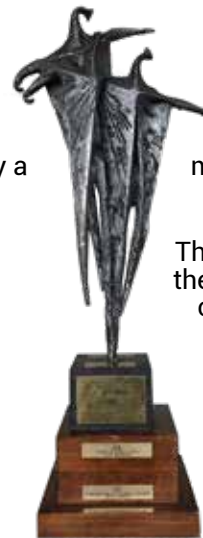
### Luc MOMMER 1935-1965

Luc Mommer was an active aeromodeller; his passion for aviation came from his hobby. He became pilot in the Belgian Air Forces in 1955 after a training course un Canada. He passed away in the crash of his C 119. The Belgian «Club Luc Mommer» (CLM) was named in his memory. Two years ago, the club was granted the title «Royal» by the King of Belgium.

The 40th Squadron of the Belgian Air Force offered the trophy in 1972 when the CML organised an international aerobatics competition. The trophy was created by the sculptor Mr Fickx and was later transferred to the FAI to be offered to the winning team of an F3A European Championship.

Sources :

<http://www.clmommer.be/index.php?page=Historique>  
<https://www.fai.org/page/f3a-european-team-challenge-cup-capitaine-aviateur-luc-mommer>  
<http://rc-paper.com/accueil.php>







## Joseph Dedobbeleer Trophy

### Joseph DEDOBBELEER 1923-1975

Mr Dedobbeleer a été un pionnier de l'aéromodélisme en Belgique, notamment en F3A (1954-1965) et en planeur à partir de 1972. Il fût à la base de la transition de la F.P.A.B. (Fédération de la Petite Aviation Belge) vers l'A.B.A. (Association Belge d'Aéromodélisme) dont il était l'un des membres fondateurs.

Le challenge Joseph De Dobbeleer a été instauré le 13/02/1976 par le comité organisateur du 1<sup>er</sup> Championnat d'Europe F3A à Koksijde. Ce challenge est attribué pour 2 ans au vainqueur des championnats d'Europe. Il a été financé par des dons des membres et clubs associés de l'A.B.A.

Sources :

Merci à Jean Pierre Awouters (CRPAL)  
<http://rc-paper.com/accueil.php>



### Joseph DEDOBBELEER 1923-1975

Joseph Dedobbeleer was a pioneer in aeromodelling in Belgium, notably flying F3A aerobatic models (1954 - 1965) en gliders starting in 1972. He was the decisive actor in the transition from the Fédération de la Petite Aviation Belge (F.P.A.B.) to a new structure uniting Belgian aeromodelling clubs in the Association Belge d'Aéromodélisme (A.B.A.) of which he was a founding member. The Joseph De Dobbeleer trophy was installed on February 13th, 1976 by the organising committee of the first FAI European F3A Championship flown in Koksijde that same year. The trophy is granted to the individual winner of the European Championships. The trophy was financed by gifts of individual members and clubs from the A.B.A.

Sources :

Thanks to Jean Pierre Awouters (CRPAL)  
<http://rc-paper.com/accueil.php>

### Trophée HSH Princesse Marie de Liechtenstein

En 2014, lors des championnats d'Europe au Modellfluggruppe Liechtenstein (MFGL), la catégorie Junior s'est vue offrir par la princesse Marie du Liechtenstein un trophée revenant au 1<sup>er</sup> pilote classé ayant moins de 18 ans.



### Trophy HSH Princess Marie of Liechtenstein

The Princess Marie of Liechtenstein Trophy was installed in 2014 during the European Championship organised by the Modellfluggruppe Liechtenstein (MFGL). It is intended to be granted to the winner of the Junior category (less than 18 years) of an European Championship.



**meijzlik**



# Overall schedule

Friday, July 20	Arrival and registration of teams and officials, random start order draw by TM
Friday, July 20 12:00-17:30	Official practice and model processing (part 1) Countries : UKR TUR SUI SMR RUS POR POL NOR NED LUX LIE
Friday, July 20 17:35-18:30	Team-Managers meeting <sup>1</sup>
Saturday, July 21 <sup>st</sup> 07:00-14:00	Official practice and model processing (part 2) Countries : ITA ISR IRL GER GBR FRA FIN ESP DEN CZE CYP BEL AUT CHN KOR
Saturday, July 21 <sup>st</sup> 09:30-11:30	Judges briefing (powerpoint presentation) <sup>1</sup>
Saturday, July 21 <sup>st</sup> 14:30-15:30	Judges briefing on the field and practice P-19
Saturday, July 21 <sup>st</sup> 16:00-19:00	Opening ceremony – Welcome cocktail
Sunday, July 22 <sup>nd</sup> 07:00-19:00	Preliminary rounds – day 1
Monday, July 23 <sup>rd</sup> 07:00-19:00	Preliminary rounds – day 2
Tuesday, July 24 <sup>th</sup> 07:00-19:00	Preliminary rounds – day 3
Wednesday, July 25 <sup>th</sup> 07:00-19:00	Preliminary rounds – day 4
Thursday, July 26 <sup>th</sup>	Reserve day (Schedule will change if needed)
Thursday, July 26 <sup>th</sup> 09:00-11:00	Judges briefing on the field and practice F-19
Thursday, July 26 <sup>th</sup> 18:00	Start order draw for semi finalists
Thursday, July 26 <sup>th</sup> 18:00-22:00	"AASH Evening" on the competition site
Friday, July 27 <sup>th</sup> 07:00-19:00	Semi-final rounds F-19
Friday, July 27 <sup>th</sup> 19:00-20:30	Team-Managers meeting, finalists, judges Definition of unknown schedules, start order draw for finalists etc. <sup>1</sup>
Saturday, July 28 <sup>th</sup> 07:30-16:00	Final rounds
Saturday, July 28 <sup>th</sup> 17:00-19:00	Closing ceremony and awards
Saturday, July 28 <sup>th</sup> 20:00	Banquet <sup>2</sup>
Sunday, July 29 <sup>th</sup>	Departure of teams and officials

All activities take place at the flying field, except:

1. Address for all team managers meetings is Rue de Sivry 2-4-6, 6470 Grandrieu
2. The banquet takes place at the Centre Culturel, Chemin des Amours, 6470 Sivry-Rance



Event and contest director

*Gérard Wérior*

## Event management

Gérard Wérior	Event & Contest Director
Freddy Dupuis	Deputy Event & Contest Director
Yves Van Gompel and Alain Laruelle	Flightline Directors
Roland Poidevin and Gui Manesse	Computation
Jean-Michel Coulon	Computation & Internet access
Simon Coulon	Webmaster
Jean-Marie Ravoisin	Accountant
Charles Gouttière, Christian Cheront and Serge Hébrant	Infrastructure
André Vincent and Arnel Cosner	Processing
Roger Lebrun	Noise measurement
Alain Boschman (Le Grandryeu) and Jean-Philippe Louis	Catering
Rose-Marie, Jean-Luc, Mireille, Annie, Françoise, Béatrice	Service and cashier



Deputy event and contest director

*Freddy Dupuis*



*Yves Van Gompel*



*Alain Laruelle*

Flightline directors



*Gui Manesse*



*Roland Poidevin*

Computation



Computation and Internet access



*Jean-Michel Coulon*

Daily Newsletter



*Richard Van Wijck*

Catering



*Jean-Philippe Louis*

Infrastructure



*Christian Cheront*



*Charles Gouttière*

Sound measurements



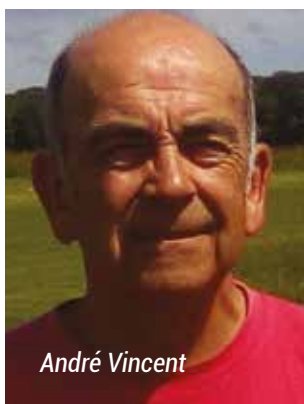
*Roger Lebrun*

Accountant



*Jean-Marie Ravoisin*

Model processing



*André Vincent*



*Arnel Cosner*

Cashier



*Béatrice*

Service







# Catering - Le Grand Ryeu

*Nous sommes fiers d'avoir pu conclure un accord avec Alain Boschman pour la fourniture journalière des repas au terrain lors de notre championnat. Ce sera également lui qui s'occupera du banquet de clôture. Régalez-vous !*

*For the daily catering and the banquet of our championship, we are proud to have concluded a deal with Alain Boschman who will take care of all your meals. Enjoy your meal !*

La cuisine, les Boschman l'ont dans leur ADN. L'histoire gastronomico-familiale commence à Charleroi en 1948 lorsque Claire et Charles Boschman ouvrent un restaurant baptisé « L'Aubergade », aujourd'hui « Café du Luxembourg ».

Cookery is an intimate part of the Boschman's DNA. Their familial cookery history starts in Charleroi in 1948, when Claire and Charles Boschman open the restaurant «L'Aubergade», a place converted today in «Café du Luxembourg».

A Grandrieu, en 1974, leur fils Jacques Boschman et son épouse Claudine transforment une vieille ferme délabrée du 18ème siècle pour devenir «Le Grand Ryeu», un restaurant rustique et plein de chaleur.

In Grandrieu, in 1974, their son Jacques Boschman and his spouse Claudine undertake the transformation of an old tumble-down farm, dated 18<sup>th</sup> century, into the rustic restaurant «Le Grand Ryeu», a pleasant and cosy place.

En 1988, le cadet, Alain, reprend le restaurant familial. Sa cuisine, contemporaine, fait la part belle à la qualité des produits. Mais Alain Boschman perpétue aussi le savoir-faire familial. Ses recettes de blanc de volaille et de croquettes de crevettes sont l'héritage de ses grands-parents. Son carpaccio de St-Jacques lui a été transmis par ses parents. Sa passion, il la communique également aux gourmands de tous âges à travers les nombreux cours de cuisine qu'il dispense depuis des années.

In 1988, their youngest son named Alain, takes over the family restaurant. His cooking art is of contemporary style, with a major place for high quality products. Alain successfully perpetuates the know-how from his family. The receipts of "blanc de volaille" and the "shrimp croquettes" have been taken over from his grand-parents. His "Saint-Jacques carpaccio" is directly inspired by his parent's receipt.

Depuis 2009 le Grand Ryeu a revêtu un manteau aux couleurs de son nouveau logo, et plus récemment l'intérieur a été complètement redécoré pour le plaisir et le confort de chacun. En 2014, le restaurant de Sylvie et Alain Boschman a soufflé ses 40 bougies !

Alain likes to communicate his passion for quality cooking to gourmets of all ages through cooking courses which he has been practising for several years. Since 2009,

Et l'histoire gastronomique ne s'arrête pas là : Thomas, le fils d'Alain, est désormais, comme son papa, diplômé de l'école hôtelière de Rance. Il incarne ainsi la quatrième génération de cuisiniers Boschman. Il est aujourd'hui à la tête du restaurant bistrannique « Les Jeunes Pousses », situé à Chimay.

Le Grand Ryeu proudly displays the colors of his new logo. The interior was profoundly redecorated for the greatest pleasure and comfort of his customers. In 2014, Sylvie et Alain Boschman's restaurant blew its 40<sup>th</sup> anniversary candles.

Alain est le frère d'Eric Boschman qui tient des chroniques gastronomiques sur Vivacité..

The gastronomic history of the Boschman does not stop : Alain's son Thomas completed the catering college in Rance. He is now the 4<sup>th</sup> generation of Boschman cooks. He is now the chef of the «bistrannique restaurant» Les Jeunes Pousses» situated in Chimay.



Alain Boschman

Alain is the brother of Eric Boschman, famed for his gastronomic chronicles on Vivacité. As we mentioned in the first sentence, cooking is part of the Boschman's DNA.



# AASH History

Aeromoelling arrived at Sivry-Rance in 1964, It is indeed in 1964 that we begin the adventure via control line models. Thanks to my spare money, I buy a Spitfire Cox 0.8 cc ; then we build, my brother and me (with the help of my father Yvon) models up to 1 m wingspan and 6.5 cc, still in control line. In 1966, a friend told me that in La Salmagne exists a club where they are flying model airplanes by radio.

This is how we discover the radio control, my father Yvon Wérion immediately understands what this activity can teach us and decides to start in this hobby; he buys a radio Grundig Variophon S in second hand. In the beginning, we better speak about "controlled free flight", since it was not uncommon to see our model disappear on radio failure or by lack of piloting experience.

After one or two years of unsuccessful attempts, we join the club of La Salmagne, after a few months of learning, we are able to take off and land. La Salmagne (UASH in 1967) was a club turned towards the F3A, this club counted several members participating to, and organizing competitions, like Jean Fontaine (Scientific France), Denis Chabert and Michel Louis whose son Pierre is 4<sup>th</sup> in F3A WC 1963 to Genk .. Naturally, we also start the F3A competition.

Freddy Dupuis, one of the founding members of AASH also joins Salmagne, but has difficulties to cross the Franco-Belgian border. In 1970 it was necessary to pay taxes for a "temporary importation of a model aircraft". He then proposes to the "Belgians" flying at the UASH to create a club in Belgium in the region. This is how our club was born on the 16/05/1973, the first "A" from AASH replacing the "U" from UASH. Initially, the club counted 12 members in 1973.

First members of the executive board (founding members):

LOUIS Michel: President  
WERION Yvon: Secretary  
BELLE Marcel: Administrator  
DUPUIS Freddy: Treasurer  
PIRME Emile: Administrator

The AASH will naturally turn to the organization of F3A competitions, as well as shows, open days and even participation in WW2 memorials (Lancaster).

The AASH will even be at the basis for the first F3A EC in Koksijde 1976.

It is the work of many, present here or elsewhere ..., which allowed to be what we are today, able to welcome you for this 19th European Championship F3A.

Welcome to everyone.  
Gérard Wérion







## Historique de l'AASH

L'aéromodélisme est arrivé à Sivry-Rance en 1964, C'est en effet en 1964 que nous débutons l'aventure via le vol circulaire. Grâce à ma tirelire, j'achète un Spitfire Cox 0.8 cc, ensuite, nous construisons mon frère et moi (avec l'aide de mon père Yvon) des modèles allant jusque 1 m d'envergure et 6,5 cc toujours en vol circulaire. En 1966, un ami me signale qu'à La Salmagne, un club existe où ils font voler des avions modèles réduits pilotés par radio...!

C'est ainsi que nous découvrons la radiocommande ; mon père Yvon Wérier comprend immédiatement ce que cette activité peut nous apprendre et décide de démarrer dans ce hobby ; il achète une radio Grundig Variophon S en 2<sup>ème</sup> main. Au début, il faut plutôt parler de «vol libre contrôlé», puisqu'il n'était pas rare de voir disparaître nos modèles sur panne radio ou par manque d'expérience en pilotage.

Après un ou deux ans d'essais sans succès, nous nous inscrivons au club de la Salmagne, après quelques mois d'apprentissage, nous sommes capables de décoller et atterrir. La Salmagne (UASH en 1967) était un club résolument tourné vers le F3A. Il comptait plusieurs membres, organisant et participant à des compétitions, comme Jean Fontaine (Scientific France), Denis Chabert et Michel Louis dont le fils Pierre fait 4<sup>ème</sup> au Ch. du Monde 1963 à Genk. Tout naturellement, nous commençons donc également la compétition F3A.

Freddy Dupuis, un des membres fondateurs de l'AASH rejoint également la Salmagne, mais éprouve des difficultés à passer la frontière franco-belge. En 1970, il fallait payer à la frontière une taxe pour « importation temporaire de modèles réduits ». Il propose alors aux « Belges » volant à l'UASH de créer un club en Belgique dans la région. C'est ainsi que naquit notre club le

16/05/1973, le A de AASH remplaçant le U de UASH ! Le club comptait 12 membres en 1973.

Les premiers administrateurs (membres fondateurs) étaient :

LOUIS Michel : Président  
WERION Yvon : Secrétaire  
BELLE Marcel : Administrateur  
DUPUIS Freddy : Trésorier  
PIRMEZ Emile : Administrateur

L'AASH va tout naturellement se tourner vers l'organisation de compétitions F3A, mais aussi de shows, journées portes-ouvertes et même participer à des commémorations WW2 (Lancaster).

L'AASH sera même à la base des premiers EC F3A à Coxyde 1976. C'est le travail de beaucoup, présents ici ou ailleurs..., qui a permis d'être ce que nous sommes aujourd'hui, capables de vous accueillir pour ce 19<sup>ème</sup> Championnat d'Europe F3A.

Bienvenue à tous et à toutes.  
Gérard Wérier



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# Reigning European Champion



## Gernot Bruckmann

(Austria) is now 26. He won several championships over the last 10 years, among them the European Championship that was organised in Untermünkheim (Germany) in 2016.

Gernot flies his own design model named Pandora, produced by his company GB-Models.

Wingspan is 185 cm, length is 200 cm, weight is 4700 g. Radio transmitter is Jeti DC14, receiver is Jeti R11. Power source is Jeti Contra Prop with 23x20 Falcon propeller. ESC is Jeti Mezon 95 and battery is Roaring Top 4400

The former Junior European Champion was **Andrea De Vidi** (Italy). He is now 20 and is no longer entitled to participate as former reigning champion. He is now part of the Italian team





## FAI Jury

### Peter Uhlig (GER)- President of the Jury

*Born in 1949, profession teacher and headmaster at a primary school, now retired. Aeromodelling since 1960, precision aerobatic flying since 1965. German "Bundesliga RC I/F3A from 1973 till 2001 German Team member 1992, 1993, 1994, EC 1992 6th individual, 2nd team, German F3A Chairman since 1997. International Judge since 2002, judged nearly all F3A World Cup competitions in Europe and all EC and WC from 2002 to 2016, since 2017 CIAM F3 Aerobatic Chairman, Jury President at 2017 F3A and F3P World Championships. Hobbies: Aeromodelling, still flying F3A schedules, music classical and modern, computer,....*



### Wolfgang Matt (LIE)

*Aeromodelling since 1965  
2 times World Champion and 6 times vice World Champion F3A  
5 times European Champion and 4 times vice European Champion F3A  
Winner of over 350 International F3A competitions  
Designer of many F3A airplanes: Angelit, Kunzit Citrin, Peridot, Amethyst, Azurit, Beryll, Onyx, Lazulite, Smaragd, Larimar, Diamant, Opal, Rubin, Saphir, Joker, Arrow, Atlas, Super Star etc.  
1st time Jury member in a category 1 event*



### Pierre Pignot (FRA)

*Now retired, I am an aeromodeler for 61 years, I have been involved in F3A for 49 years.  
My judging experience includes 9 world championships (69-73-75-87-93-99-01-15-17) and 8 European championships (76-86-90-92-94-96-98-00). I also judged many other international contests (Salzburg, Bendorf, Romilly) and of course many contests in France. I was the sporting director of the 2005 F3A world championship in Saint Yan and Jury member of the F3A European Championships 2008 in Italy, 2010 in Austria, 2014 in Liechtenstein, 2016 in Germany and World championship 2013 in South Africa. Also three times team manager of the French F3A team. I was the organiser of F3A European Championship in 2012 in France. I was a member of the subcommittee F3 Radio Control Aerobatics from 1992 to 2017.*



## Judges

### Esa Eirola (FIN)

*Electrical engineer and photographer, Aeromodelling since 1961, F3A since 1973, judge since 2002, 4 times Finnish F3A champion.  
Events as judge :  
Five F3A world championships,  
Three F3P world championships  
One F3A European championship*



### Norbert Polatscheck (AUT)

*Plastics engineer by profession. I was involved in RC aerobatics since the early 90ies and is still an active aerobatic pilot in the F3A/A-18 class. I have been judging app. 60 national and international competitions in F3A from 2000 to 2017 and all ECH's and WCH's since 2012. I officiated as Austria's Team Manager F3A in 2010 and 2011.*



### Francisco Pineiro (ESP)

*Since 1974 I have been active in the amateur radio community, participating in many contests and winning several world championships. Aeromodelling is my main passion. My first airplane was a Control Line Race in 1981 and ever since I have participated in many RC aerobatic, turbine and helicopter championships.*



### Jean-Yves Castermans (BEL)

*About 35 years of flying and about 25 years of judging. I'm a "Sunday flyer" practicing some rudimentary aerobatics but happily I don't have to score my own flights.  
I own a computer shop, mainly oriented to services to small companies and home-workers.  
Strangely enough, one of my hobbies is aeromodelling but the hobby taking me the more time is ballroom dancing.*





### Marc Weyenberg (FRA)

*Aeromodelling since 1970 (free flight), Radio control since 1980  
Retired from car maintenance (garage) as responsible of mechanical workshop.  
Hobbies : Aeromodelling, holiday in mobile home, fishing.*



### Henny Van Loon (NED)

*Since 2017 full member of the FAI/CIAM Aerobatic Subcommittee, responsible for F3M. Since 1986, President of the Dutch Aerobatic Subcommittee. Training, Coaching and scheduling all F3A / F3P and F3M Judges in The Netherlands. Interface to the FAI/CIAM on RC aerobatic matters. I represent The Netherlands as Technical Expert F3A since 1986. I am known as a team player and consistent judge and jury member. I have judged more aerobatics events than I can remember !*



### Roland Galley (SUI)

*I am 62 years old. I have been practicing aeromodelling for more than 50 years, Today, I still fly for fun, airplane and helicopter.  
My son Emilien is F3M contest pilot at European level and I often accompany him in some events. I also judge F3A-F3M-F3P (FAI) and I am an active member of my club (GMR Gruyère).  
Professionally, I manage a part-time IT services company in the Lausanne region. For the other half, I'm a municipal councillor in my municipality.*



### Albert Wamsler (GER)

*Job : quality management automotive industry.  
Aeromodelling since 1960. F3A since 1980. Judge 1989.  
Events as judge : several WC and NC. One time team manager F3A team Germany 1996.  
Hobbies : garden, aeromodelling, watching football.*



### Gianluigi Giannoni (ITA)

*Job: Administrative court judge. Aeromodelling since I was 7 years old, F3A since 1995, judge since 2005  
Events as Judge:  
Four F3A World Championships  
Three F3A European Championships  
Three F3P World Championships, several World Cups  
Hobbies: F3F slope flying, flying pylon and combat, reading books, classic music.*



### Dmitry Chaplygin (RUS)

*I'm 53 years old. I'm in the aeromodelling since twelve years. Before F3A Aerobatic I practised Control Line Circular Flight (F2D) and since 1995 I moved to F3A.  
I am judging since 2005. I worked as the Judge on two F3A World Championships and two F3A European Championships, many Events of World Cup in the different countries since 2007, Championships of Russia since 2005.  
My hobbies are snowboard, fishing, hunting.*

### Reserve FAI Jury

Peter Vanlanduyt (BEL)  
Adrian Harrison (GBR)



### Reserve FAI Judges

Michał Gryglas (POL, on site)  
Emanuel Fernandes (POR)  
Amram Leshed (ISR)  
Michel Doucy (BEL - only as replacement of Belgian judge)



## Team manager

### Dietmar Waltritsch

I am 45 years old. I started with aeromodelling 32 years ago. I fly class F3A since 2007, before I was pilot in class F3M. Since 2015, I am responsible for the classes F3A, F3P, F3M and national RC 3 in the Austrian Aeroclub. This is my second time as team manager.



## Pilots

### Gernot Bruckmann

I am 26 years old, live in Villach, Austria, and fly model airplanes since 10 years. I fly competitions since 2000 and attended more than 230 competitions in different categories. This will be my third European championship and the first time I return as defending champion. I am F3P World Champion in 2013, 2015 and 2017 and was on the first place with the team in 2015 and 2017. I won also several Acro Glider competitions. 4 times Aerobatic Shootout Freestyle Champion, at Clover Creek Invitational in 2012, I took first place, ETOC Champion 2010, 2011 and 2012, German Acro Master Champion 2008, 2010, 2012



### Michael Novak

I am a 19 years old, mechatronic student and I fly aeromodels since I was 8 years old. This is my second EC in F3A. My other hobbies are sports and fire fighting. Most of my free time I spend on the model airfield together with my father and we are flying nearly every kind of motor and sailplane.



### Markus Zeiner

I am 45 years old and I am working as a production manager. Model flying since I was 8 years old. Member of the Austrian F3A Team since 2000.  
1st place EC Team 2014,  
2nd place EC Team 2016, 2012, 2010, 2000,  
3rd place WC Team 2013.  
My other hobbies are motorcycling, running and travelling with my family



# Austria





## Team manager

### Alain Reynders

I am 65 years old. Model maker since 49 years, manage the family laundry since 1991.

F3A since 1975, third place in National category in 1979

F3M since 1998

It is the first time I am honoured to serve as Team Manager for my country



## Pilots

### Bert Delaere

39 years old, studied electronics, flying RC planes for 27 years and F3A competitions since 1996. I participated to several European and World championships the last 10 years. Created my own RC shop Aerobertics in 2006.



### Viken Malacioglu

My father taught me aeromodelling when I was 7 and I began competitions when I was 9. It is a passion and it will always be for my father and myself.



### Ignace Pawlenko (JUN)

I started flying 5 years ago. My granddad is also flying and I was going with him to the airfield. I became interested and started learning with a MPX Funcub. In indoor season 2013/2014, I was flying indoor class rookie (F3P-C) and won the Belgian championship. This motivated me for more. I started flying F3A-C/Sportsman and won the Belgian championship. After that great season F3A, I was flying again indoor in F3P-B class. I also won that championship. I started flying F3A in 2015. After a season with my Extreme Flight Vanquish, I won in F3P-A/Expert class. In F3A season 2016 & 2017 I was flying F3A with my Mythos Pro and I experienced nice competitions. Since 2018 I'm flying the Mriya.



# Belgium

# BEL



# Teams



Team manager and pilot

**Nicolas Georgiades**

Profession: UAV Pilot.  
25 Years in aeromodelling, 19 years in F3A, national champion for 17 consecutive years, 3rd place in juniors 2003 WC Poland, 2nd place in 2013 Moscow Open, Semifinalist EC 2014.



Pilot

**Sergey Sheygas**

Profession: Mechanical engineer of aircraft and engines.  
Flying F3A for 12 years, participated in several World Cup competitions,  
European Championships 2010, 2012, 2014 and 2016 and  
World Championships 2013, 2015 and 2017



***Cyprus***

**CYP**





# Czech Republic

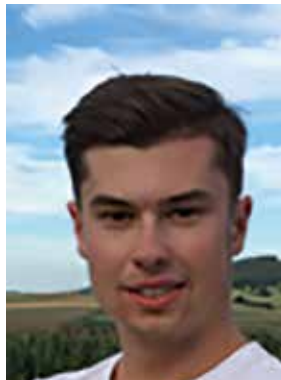
CZE



Team manager and pilot

Jan Votava

I started with RC models when I was 5 years old. My first competition I had when I was 10 years old. Now I fly two categories on the high level F3A and racing quadcopters.



Pilots

Milan Valenta

I started flying at 7 years old and flew aerobatics at 13. Now I fly my fifth season in F3A. My other hobbies are cycling and badminton.



Jan Král

My name is Jan Král, I come from Pardubice in CZ. I fly F3A precision flying from my 15 years and I fly with a biplane from my own production. Since 2018 I'm flying the amazing biplane Mriya. See you in Sivry!





Team manager and pilot

Hans Jørgen Kristensen

I am 74 and have been flying for 64 years, but not at the International level. I also fly big models but not in championships. I have been helper and judge with our national championships.



Pilots

Ole Kristensen

I am 51 year old, and have been flying for 39 year. I have been flying on the Danish F3A- team since 1996, and participated in many EC and WC. I am flying member of the Søgaard RC Model flying Club. I have been Danish champion many times.



Eggert Neistrup

I am 53 years old, and have been flying for many years at the national level. I have been flying F3A for many years. I am flying in NFK Model flying Club.



**Denmark**





## Team manager

### Cris Rombaut

34 years in F3A  
3 times F3A Spain Champion  
Participant in 9 WC and 3 EC as a pilot  
and 8 times as a TM



## Pilots

### Juan Rombaut

Industrial Engineer  
Started in F3A in 2003  
7 times F3A Spain Champion  
8 place in EC'16 Germany, 7 place in EC'10 Austria  
15 place in WC'15 Switzerland and WC'13 South Africa  
Participant of 4 WC and 6 EC competitions



### Daniel Gómez Millán (JUN)

I started flying in local competitions at 6 years old and since then I still do it mostly F3A but also in other acrobatic disciplines (F3M, F3P,...). I am studying a health profession and I play ice hockey in an amateur way. Although I have participated in several international competitions, being the junior member of the Spanish



### Luis Eduardo Ortega Gavilan

I was born in Linares, Jaén. I studied telecommunication engineering in the University of Malaga. I fly since I was 11 years old, and I fly F3A for last 10 years. This is my third international competition, one World Championship (Switzerland, very close to semi-finals, 34th place) and one European Championship (Germany) where I flew the semi-final rounds. I am training hardly to get better results this time.



### Christian Paradela Garaloces

I was born in La Coruña, Spain, in 1992. I began aeromodelling at the age of 6. My father and I share the same hobby since then. I have flown many categories and have been competing in F3A since 2006. I achieved many podiums and some wins in Spain. In 2014, I flew my first European championship and reached place 37.. It was really awesome for me.  
This year, I am working very hard to improve my piloting. Now with some experience, I am prepared for my second European championships and want to reach my maximum in the sport before becoming dad myself.



# Spain

# ESP



# Teams



## Pilot and TM

### Lassi Nurila

Aeromodelling since 2000, F3A since 2002.  
12 times national champion, 4 times Nordic Champion,  
4 times overall World Cup winner, Vice European  
Champion 2016. Placed 6th at W.Ch. Argentina 2017



# Finland

FIN





## Team manager

### Jean-Paul Delteil

Aviation and model aviation enthusiast for 50 years,, from glider to 747. I am a F3A fan. This is my seventh turn as team manager for the French team



## Pilots

### Christophe Paysant-le-Roux

8 times F3A World Champion  
8 times F3A European Champion  
27 time France F3A Champion  
30 years in F3A and 40 years in R/C aeromodelling



### Cédric Carayon

I'm 38 years old and today I manage a society of chartered accountancy.  
I play basket just for my hobby and I watch rugby, basketball and handball.  
I started aeromodelling at 13 years old and F3A at 15.  
My dream which will come true : delegated some job, and discover the world !



### Léo Heckmann

I am 18 and study in Bordeaux. I practice F3A since 2011 and aeromodelling since 2007. In the future, I intend to find a job in the aeronautical industry





# United Kingdom

## Team manager

### Ashley Hoyland

I made my first model aircraft in 1955 for control line flying, then built my own radio equipment for single channel and reeds. I still fly competitively in the F3A and F3P UK leagues. I have been the Public Relations Officer for the Great Britain R/C Aerobatic Association since 2006 and UK Team Manager 8 times.



## Pilots

### Garry Peacock

I have been modelling since 1973 moving to R/C with Flight Link after flying control line for a year or so at my father's insistence. I have always flown in a club environment but concentrating of F3A flying for the last 15 years. I am a British Model Flying Association achievement scheme Chief Examiner, club Chairman and newly appointed Chairman of the Great Britain R/C Aerobatic Association.



### Gerhard Fehringer

I am 50 years old and live near the coast in Tynemouth in the North East of England. I work as a Lecturer in Computing at Northumbria University in Newcastle.

One of my first memories related to aeromodelling is, as a boy, watching Hanno Prettnner fly at a model show in Austria, and ever since I have been fascinated with everything to do with wings! After a break in flying I got back into the hobby in 2000. I started competing as part of the Great Britain Radio Control Aerobatic Association's league system 10 years ago in "Clubman", the beginner's league of the GBR/CAA, and have since then worked my way up through the different classes into FAI. After the European Championship 2016 in Germany, this is my second big international event.



### Keith Jackson

UK F3A Team Member 1997 - 2018  
Sponsored by YS engines and Optifuel  
Noise and Vibration engineer working for Bombardier Transportation  
Keen but ageing hockey player



# GBR





## Team manager

### Heiko Sommer

I am 44 years old. I am since 1999 caller, helper and supporter of different pilots in World Cup events, European and World Championships. Now is my fifth year as team manager. Other hobbies are tennis and skying.



## Pilots

### Kristian Niklass

F3A pilot since 2010. Member of the German F3A team since 2012. Took part in the EC championships in France 2012 and Liechtenstein 2014. Three times German F3A vice-champion



### Gregor Wetzel (JUN)

I started flying in 2008 with my dad. My first plane was a motor glider. Two years later, I took part to the Bavarian Open and won this in the Entry level class. Now I am German Youth champion. In my free time, I play football, ride a motorcycle or meet friends..



### Robin Trumpp

I was born in 1993. I am working as product designer for the pharma packaging industry. I fly aeromodelling since 1997 and F3A since 2007. I was six times German F3A champion. Winner of Australian Masters 2016. Aircraft designer at RT DESIGN. Further hobbies : playing and watching football, travelling



### Robert Foster

I am an engineer working in the automotive industry. At the age of six, I started flying radio control models as this has been my father's passion for several decades. I eventually discovered aerobatics as my preferred category of aeromodelling. Since the very beginning my father has supported me as a coach. After I had won the German F3A-X Championship four times in a row I started flying F3A in 2011. My biggest achievements have been the title of the vice German Champion 2017 and the 3rd place in the 2017 FAI world-cup ranking. Besides F3A I enjoy flying aerobatic gliders and bigger scale aerobatic planes





## Pilot and TM

### Michäel Blake

Originally from Ireland but now living and working in Switzerland.

I have been flying since 10 years old and F3A for the past 6 years. Competing in the F3A World Championship 2015 in Zurich. I also enjoy freestyle and indoor F3P.

Currently working as a customer service engineer for SenseFly, a Parrot company, one of the world's largest manufacturers of mapping and inspection drones.

Other hobbies include climbing, sailing and all mountainous sports..



# Ireland

IRL







## Team manager and pilot

### Amir Eliaz

Aged 49. Flying aerobatics for more than 20 years, competing, judging and mentoring F3A pilots. I was the Team Manager in EC 2016. Married with 3 children, the oldest one, Matar is also an F3A pilot and he is my caller. I love to listen and to play music along with my family.



## Pilots

### Yuval Ben Israel (JUN)

I am 13 years old. I recently celebrated my «Bar-Mitzvah». Family status : middle child with two loving sisters, a dog and a parakeet. I am active in aeromodelling since the age of 7 and flew F3A at the age of 9. I was Israel Beginners F3A champion in 2014 and Advanced level in 2016. Currently, I am competing F3A FAI level for the second year while EC 2018 is my first F3A European Championship. I am a 8th grader at junior high school majoring in science. I am interested in physics and more specifically astrophysics.



### Omer Ben Ami (JUN)

18 years old. Living in Hod Hsharon. Flying aeromodelling since 12 years in F3A and F3K



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## Team manager

### Giorgio Baggiani

52 years old, starting aeromodelling at the age of 5 with his father Paolo. National and International FAI F3A, F3P, F5A judge. Participation in many contests since 1975. R/C Instructor, active pilot and supervisor for Aero Club d'Italia in training R/C courses, head of section Aerobatics in Italian NAC. Was appointed Team Manager in 2015. Chairman/Secretary and adviser of national and local flying club. He is one of the most active Italian promoters for the development of aeromodelling as a sport discipline, especially for the F3 categories, for the best training of next and youngest generation of Aerobatic Pilot. As Team Manager the results were not long in coming. Under his leadership he brought back the Junior Gold medal at the F3A 2016 F3A European Championship with Andrea de Vidi and the junior bronze medal at the F3P World Championship 2017 with Mattia Zeni.



### Andrea Cervi (JUN)

I was born in 2002. For 4 years in a row, I was the youngest pilot in various competitions, landing in 2011 to the last two local competition Aerobatics RC with two second places. In 2012, I won the category «Beginners». In 2014 and 2015 begin F3A and «World Cup» in San Marino with encouraging results. After several exhibition this year I participated at National F3P (indoor). This summary is my story in aeromodelling to date. Now other objectives await me in this beautiful and instructive activity. I participated to F3A E.C. in 2016 and in W.C. F3P 2017. Thanks to all those who trust me and support me, will be an aid, in case of any future commitments and my Team, is the European Championship where we will push to get the best results.



## Pilots

### Hannes Schenk

I'm 30 years old, and at age of 9 I started flying radio controlled model aircraft by learning from my dad. At 14, we decided to start flying F3A. In 2006, 4 years later I passed in F3A category from F3A Sport (entry level) category, and in 2010 I had the honour to represent Italy's in Austrian and Germany F3A European Championship.. I have participated in more than 50 international competitions where I also got some podium. My best chievement is 4th place in the F3A World Cup.



### Andrea de Vidi

I am 20 years old. I study mechanical engineering. I have been flying F3A since 2009. I am member of the Italian team since 2015. In 2016, I won the F3A European Junior Championship



### Florian Loris

Since the first steps, started at age of 5, I have shown a particular interest in flying, which soon became a real passion entertained with my father Gianni. In 1983, and 2016 I obtained the title of Italian Champion in F3A. At my first European Championship in Belgium in 2000, at the age of 14, I was the youngest competitor at the European Championship. After many years of F3A competitions, and many satisfactions, and winning prize in national events and local competitions (over 90 participations) in 2015 I became part of the national Team Italy, with my great satisfaction.



# Italy

# ITA



# Liechtenstein

LIE



## Team manager

### Robert Kaiser

I am 65 years old. Model maker since 49 years, manage the family laundry since 1991.

Flying F3A since 1975, third place in National category in 1979.

Flying F3M since 1998

It is the first time I am honoured to serve as Team Manager for my country



## Pilot

### Stefan Kaiser

Start flying at the age of 13. Third place at World Champ. F3A in Switzerland in 2015. European Champion in 2014. Fourth place at EC 2010, 2012 and 2016. 7th place at W.Ch. 2017 in Argentina, 9th place at W.Ch. 2011 in the USA. First place at World Cup F3A 2011, second place at World Cup F3A 2013, 2015 and 2016. Third place at World Cup F3A 2014.





# Luxembourg

## Team manager

### Jeannot Poeker

Born on the 13th of July 1961. Married with Francine Bachstein since 1991. 2 children: Marie-Claire (24) and Philippe (22).

Director of the railway department in the Ministry of Sustainable Development and Infrastructures in Luxembourg. Member of the board of the national railway company CFL. President and Director of the inland port of Mertert/Luxembourg.

In aeromodelling since 1974. Team Manager of the Luxembourg F3A team in 2014, 2015 and 2016.



## Pilots

### Marc Weber

I'm Marc Weber, born on 27 may 1968 in Ettelbruck, Luxembourg. I'm working in the food industry. I started by flying model airplanes in 1982 when I was 14 years old. Since 1988 till 2015 I've been regularly national champion in F3A. I participated at the following European Championships in 1990 Kraiwiesen, Austria; 1994 Bendorf, Liechtenstein; 1996 Krnov, Tcheque Republic; 2014 Bendorf, Liechtenstein; 2016 Untermünkheim, Germany and at these World Championships in 1987 Avignon, France; 1989 Chesapeake, USA; 1993 Nötsch, Austria; 2001 Cork, Ireland and 2015 Dübendorf Switzerland



### Philippe Poeker

Born on the 2nd of March 1996 in Ettelbruck/Luxembourg. Mechatronic.

Took percussion lessons since the age of 8.

In aeromodelling since 2011.

National champion for beginners in F3A 2012.

National champion in the national F3A class in 2013.

Vice national champion F3A in 2014, 2015, 2016 and 2017.

I participated in the F3A European championships in Bendorf, Liechtenstein (2014), and Untermünkheim (2016), as well as in the World championship in Dübendorf, Switzerland (2015).

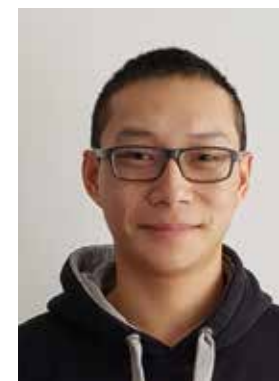


### Philip Lee

I'm born on 8th August 1992 in Luxembourg. Presently working in an Accountancy and Tax Company.

I began Aeromodelling by the end of 2007, first only flying planes and 2009 I also started flying Helicopters. In the last few years I mainly focused on Helicopters. In 2017 I began flying F3A and I also first participated on the national championship.

My other hobbies are playing music in an orchestra and playing tennis.



# Netherlands

NED



## Team manager

### Ferry Van Meerkerk

My name is Ferry van Meerkerk, 54 years old, and aeromodeller from the age of 14.

Last 10 years as team manager from the Netherlands



## Pilots

### Danny Van Vliet

Danny van Vliet, 52 years of age, a master of science in mechanical engineering has been involved in aero modelling all his life and has been flying F3A since he was 15 years old.

He has been ten times National Champion and has been on numerous National teams.



### Derk Van der Vecht

I have been flying since 5 years old. 29 years old now. Started flying competitions in 2003. Numerous times Dutch national champion F3P (indoor) and F3A flying. I also fly: jets, scale planes, gliders, helicopters, pylon racers (pretty much everything ).



### Roy Oosterma

I am Roy Oosterma from the Netherlands, I am 36 years old and started flying model airplanes since I was 9 years old. When I was at the age of 14 I flew my first competition. This is my 4<sup>th</sup> European Championship.





## Team manager and pilot

### Ola Fremming

I have been flying RC models since 1979, aerobatic competitions since 1982

F3A merits:

16 times national champion, 29 times on the podium, 7 times Nordic champion, 14 times on the podium  
I have taken part to 11 World Championships, best placing was 18th  
This EC will be my 14th, best place was 11th (two times)



## Pilots

### Henning Jorkjend

I am 39. My job is Business and Mechanical Engineer. I have been modelling for as long as I can remember. I was Norwegian team member for the 2011, 2015 and 2017 WC. 2016 EC. 3rd place in the Nordic championship 2017



### Tor Heine Bossum

I started flying RC in 1982 and was back and forth in competition flying during the 80's and 90's. For many years I was just flying for fun, but was also a little into IMAC competitions for some years. In 2014 I decided to start up again with F3A and have been almost pure F3A pilot since, and I like it more and more. I'm specially hooked on biplanes, and the combination with electric motors giving almost maintenance free and noise free flying is the setup I like best. My other hobbies are playing the keyboards in a Pink Floyd tribute band and building HiFi loudspeakers and tube amps. I also repair/restore old Hammond organs and guitar amps. I live at a farm, but don't run it. I'm a Mechanical Engineer of profession and have 3 children.



# Norway

# NOR





# Poland

POL



Team manager and pilot

Jan Gretkiewicz

I am an F3A pilot for 4 years, but flying RC planes for 16 years. Also I participated in F3P competitions. Personally I am an Air Traffic Controller.



Pilot

Jacek Szczepaniak

I am in RC modelling for 21 years, of that 19 in F3A. Besides that, I fly F3M and F3P models. I was many times Polish Champion in F3A and F3P. My profession is a lawyer but I run my own business.





## Pilot and TM

### Rui Ferreira

61 years old  
30 years in aeromodelling  
28 years flying F3A  
9th participation at E.C.



# Portugal

# POR





## Team manager

### Andrei Sheviakov

In F3A from 2011 as a coach. As Team Manager for the second time



## Pilots

### Sergey Danilov

30 years in aeromodelling, 20 years flying in F3A. Designer and manufacturer of Russian F3A planes "Europa and Contrast". Frequent winner of national F3A championship



### Komit Daidiev (JUN)

In Aeromodelling since 2012. I have been flying 3 years in F3A.



### Mikhail Proskunia

In Aeromodelling since 2005. I'm flying in F3A since 2011.



### Viktor Rebenok

In F3A since 2010 as a pilot. I'm flying in the Euro Cup since 2012.





Team manager and pilot

**Sebastiano Silvestri**

I am the present Italy F3A champion. 9 times San Marino champion. Vice-European champion F3A in 2008. 4<sup>th</sup> place in W.Ch. 2009. Two times FAI F3A World Cup winner



Pilots

**Massimo Selva**

F3A San Marino champion. Competitor at W.Ch. and E.C since 1998 and several international competitions, Semi-finalist from championships 2009. 16<sup>th</sup> place at E.C. 2010. Three times Italian champion in F6A. Third place at World Air Games F6A in 2009. F5J competitor since 2016.



**San Marino**

SMR



# Switzerland

## Team manager

### Marco Pellizone

Age 66, ScD Physics, Retired professor of the University of Geneva. Appreciate the technology of present models, enjoy the aesthetics of the manoeuvres in the sky and the friendly atmosphere in the community.



## Pilots

### Marc Rubin

From Berne  
F3A National Team Member since 14 years  
Swiss Champion F3A 2012, 2015  
1st place F3A World Cup Competition  
1st place Team F3A EC 2016  
2nd place Team F3A EC 2014  
4th place Team F3A WC  
8th place F3A EC  
12th place F3A WC



### Sandro Matti

I work as a financial controller and is F3A Pilot since 9 years. I was junior vice European champion in 2012. 3 times Swiss Champion F3A (2014, 2016, 2017) and achieved the 6<sup>th</sup> place at the F3A European Championship in 2016. Together with the Swiss F3A team I am currently holder of the F3A European Team Champion title. At the World Championship in Argentina I reached the 12<sup>th</sup> place.



### Reto Schumacher

I'm interested in F3A since 2005. Since I flew F3A I competed in several national and international competitions. This EC is my second EC. I competed in 3 WC's in the countries USA, South Africa and last year in Argentina. There I achieved the 11<sup>th</sup> place with my helper and coach Wolfgang Matt.

I'm happy to have a perfect team with Urs Bärtschiger and Wolfgang to improve my F3A every year. During my freetime I also play squash and tennis.



SUI





## Team manager and pilot

### Ethem Tamer Abaslioglu

I was born in 1961 I'm living in Istanbul, graduated fine arts school in 1983. I'm graphic artist and designer, married 3 childrens. I like motorsports and winter sports. I met aeromodelling in 1990 but for some reasons in 1996 I had to take a break. Then, in 2008 I began flying again. I have competed 4 times before I took a break, and I have been competing in every F3A competition since 2009. I took 1st place 3 times in my country. I like to build my own models.



## Pilots

### Mustafa Basural

I am 47 years old. I took the place of Ahmet ERYILDIRIM at short notice, as he encountered a technical problem preventing him to participate.



### Serdar Salta

I am aeromodelling since 20 years. Since 15 years, I am flying F3A. I have joined 3 E.C. and 3 W.Ch. since 2008. I am married and have two children.



# Turkey

# TUR





## Team manager and pilot

### Yurii Royovyi

I have been interested in aeromodelling since childhood and am flying F3A for 13 years. I was Ukraine F3A champion for six years. I am also fan of snowboarding.



## Pilots

### Valerii Makarov

I am 66 years, now in aeromodelling for 54 years (flying F3A since 45 years). I was six times champion of USSR and many times champion of Ukraine. I took part in many World and European championships. I like very much ski and aviation. Recently I have been training young pilots



### Viktor Hakh

My name is Victor. I started to practice airplane sport from 2009, but I have started to fly on the F3A model class in 2013. I like playing guitar and I also enjoy different kinds of sports. Follow me on Instagram: [\\_v.i.t.e.k.\\_](#)



### Oleksii Hakh (JUN)

My name is Gakh Oleksii. I was born in Kiev and now I am 15 years old. I began to engage in aeromodelling when I was 5 years old. I gained a lot of experience through 10 years of training. I participated in all Ukrainian competitions. Also was in Gomel at the Championship of Belarus. This will be my first championship in Europe.





Team Futaba

TEAM TOYOTA  
FUTABA  
F1A F1A

1A 854 VT

AE 155 TX

Sky Leaf  
Leader

T.Onda

Sky Leaf  
Leader

Futaba

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# Invited pilots

*They do not participate in the final classification of the European Championship*

Pilot  
Jincheng Kuang

I'm 40 years old. I fly F3A 10 years. I have a model factory and company in China and build many F3A planes.



Pilot  
Byong Joon Park

Aeromodelling from 11 years old.  
Participation for World championship in team Korea in 1995, 1997, 2001, 2005, 2007, 2009 and 2017.  
AOCC in 1996 and 2000.  
I participate in many projects for Korea Aero Space Research.  
I am owner of BJCRAFT.



# China

# CHN



# Korea

# KOR



Invited pilots



Select reference:

- Ground-Absolute Set Zero
- Ground-Relative
- Reference Sensor - Absolute
- Ref. Sensor-Relative-Horizontal



# DIGITAL WEIGHT AND BALANCE METER PROFESSIONAL

-Ideal for **balancing** and **weighing** big models.

-You only need a flat level,

\*set up the model memory in the computer,

\*input key parameters and

\*check how really usefull tool is!!





## Special thanks to Xicoy Electronica

*As mentioned in the general page for thanks, help from firms and competent people is vital when organizing a FAI F3A European championship. After receiving from Aerobertics a Xicoy scale, I see that if each sensor gives a result with 1 gram accuracy, the total of three sensors is displayed with 2 decimals... Thus the accuracy is only 10 grams. I send a mail to Xicoy Tuesday January 23 at 20h, I receive a response at 21h. Xicoy answers they can build special sensors for us with a maximum capacity of 5 kg instead 20 kg, the accuracy will be for each sensor 0,1 g and 1 g for the total. They also agree to loan them to us for the EC. We receive the material on March 15<sup>th</sup>, a quick test shows that everything works perfectly.*

*On May 27<sup>th</sup>, we organize a small national F3A competition to familiarize volunteers with processing and testing equipment. We have certified weight (1 kg and 2 X 2kg) in way to test the calibration of scale's sensors.*

*Problem : If the sensors are calibrated with 1000 g, they give 1001,3 g as result. The same problem occurs also for 2 kg and 4 kg; a gap exists around 2000 g and 4000 g.*

*For sure, that problem is minor for a normal utilization of the scale, the question is : Is it acceptable for the FAI jury ? I call again Xicoy, Gaspar Espiell replies he will try the same tests, and 4 hours later, I receive a mail saying he found the mistake in the calibration software. Four days later, I receive three new sensors ; the calibration is now working perfectly. One more worry out of the way, less than 57 days from EC !*

*Many thanks to Xicoy Electronica and specially to Gaspar Espiell for their fast reaction and their efficient and professional approach !*

G. Wérion

## Un merci tout spécial à Xicoy Electronica

*Comme indiqué dans la page des remerciements généraux, il faut l'aide de firmes et de personnes compétentes pour organiser un championnat d'Europe. Ayant reçu de chez Aerobertics une balance « Xicoy » en prêt, je m'aperçois que si chaque senseur pèse bien avec une précision d'un gramme, le total n'est affiché qu'avec 2 décimales, donc avec une précision de seulement 10 grammes. Je contacte Xicoy le mardi 23 janvier vers 20h et reçois un message en retour ce même jour vers 21h. Xicoy explique qu'ils peuvent créer des capteurs spéciaux afin d'afficher le total avec une précision de 1 gr. Ils acceptent également de nous les prêter pour les EC, nous les recevons le 15 mars. Un test rapide montre que tout fonctionne parfaitement.*

*Le 27 mai 2018, nous organisons un concours F3A à l'AASH afin de familiariser les volontaires avec le processing et tester les équipements. Nous disposons de poids certifiés de 1 kg et 2 kg afin de vérifier le calibrage des capteurs.*

*Problème : Si on calibre un capteur sur 1000 g, il restitue en mesure 1001,3 g. Si le calibrage se fait sur 998 g, il mesure bien ensuite une masse de 998 g. Ceci se passe également pour 2 kg et 4 kg....*

*Bien sûr, ce n'est qu'un problème très mineur pour une utilisation normale de la balance, mais est-ce acceptable pour le jury FAI ? Je contacte alors Xicoy qui immédiatement effectue les mêmes tests et 4 heures plus tard, je reçois un mail de Gaspar qui m'indique que le problème vient du logiciel de calibrage et qu'ils vont y remédier. Le vendredi 1<sup>er</sup> juin, je reçois les nouveaux capteurs : Le calibrage est à présent corrigé, un souci en moins à 57 jours des EC.*

*Merci à Xicoy Eletronica et Gaspar Espiell pour leurs réponses rapides et leur efficacité.*

G. Wérion

Thanks



# Score sheet

Number	Name	Country	Prelim 1	Premil 2	Prelim 3	Prelim 4	Norm.score	Placing	Semi-fin1	Semi-fin2	Norm.score	Final 1	Final 2	Norm.score	Final placing
	Gernot Bruckmann (Champ.)	AUT													
	Michael Novak	AUT													
	Markus Zeiner	AUT													
	Bert Delaere	BEL													
	Viken Malacioglu	BEL													
	Ignace Pawlenko (JUN)	BEL													
	Sergey Sheygas	CYP													
	Nicolas Georgiades	CYP													
	Jan Votava	CZE													
	Milan Valenta	CZE													
	Jan Král	CZE													
	Ole Christensen	DEN													
	Eggert Neistrup	DEN													
	Juan Rombaut	ESP													
	Luis Eduardo Ortega Gavilan	ESP													
	Christian Paradela Garaloces	ESP													
	Daniel Gómez Millán (JUN)	ESP													
	Lassi Nurila	FIN													
	Christophe Paysant-le-Roux	FRA													
	Cédric Carayon	FRA													
	Léo Heckmann	FRA													
	Garry Paecock	GBR													
	Gerhard Fehringer	GBR													
	Keith Jackson	GBR													
	Kristian Niklass	GER													
	Robin Trumpp	GER													
	Robert Foster	GER													
	Gregor Wetzel (JUN)	GER													
	Michael Blake	IRL													
	Amir Eliaz	ISR													
	Yuval Ben Israel (JUN)	ISR													
	Omer Ben Ami (JUN)	ISR													



Number	Name	Country	Prelim.1	Prelim.2	Prelim.3	Prelim.4	Norm.score	Placing	Semi-fin1	Semi-fin2	Norm.score	Final 1	Final 2	Norm.score	Final placing
	Hannes Schenk	ITA													
	Andrea de Vidi	ITA													
	Florian Loris	ITA													
	Andrea Cervi (JUN)	ITA													
	Stefan Kaiser	LIE													
	Marc Weber	LUX													
	Philippe Poeker	LUX													
	Philip Lee	LUX													
	Danny Van Vliet	NED													
	Derk Van der Vecht	NED													
	Roy Oosterma	NED													
	Henning Jorkjend	NOR													
	Ola Flemming	NOR													
	Tor Heine Bossum	NOR													
	Jan Gretkiewicz	POL													
	Jacek Szczepaniak	POL													
	Rui Ferreira	POR													
	Sergey Danilov	RUS													
	Mikhail Proskunia	RUS													
	Viktor Rebenok	RUS													
	Komit Daidiev (JUN)	RUS													
	Sebastiano Silvestri	SMR													
	Massimo Selva	SMR													
	Marsc Rubin	SUI													
	Sandro Matti	SUI													
	Reto Schumacher	SUI													
	Sükrü Ahmet Eryildirim	TUR													
	Ethem Tamer Abaslioglu	TUR													
	Serdar Salta	TUR													
	Valerii Makarov	UKR													
	Yurii Royovyi	UKR													
	Viktor Hakh	UKR													
	Oleksii Hakn (JUN)	UKR													
	Jincheng Kuang (Invited)	CHN													
	Byong Joon Park (invited)	KOR													



# Technical data of the model aircraft

Ctry	Name	First Name	Aircraft	Design	W-span	Len	Wght	Radio	Engine	Prop	Esc / Fuel	Battery
AUT	Bruckmann	Gernot	Pandora	G. Bruckmann	1850	2000	4700	Jeti DC 24	Jeti contr	23*20 Falcon	Jeti Mezon 95	RoaringTop 4400
AUT	Zeiner	Markus	Angelit	Wolfgang Matt	1850	1990	4800	Futaba T18	Hacker Q80	Falcon	Hacker Senstrol	Hacker X4600
AUT	Novak	Michael	Acuracy bip.	Naruke	1770	2009	4990	Jeti DC 16	Hacker C54	22*20 / 22*18	Jeti Mezon 95	Hacker X4500
BEL	Malacioglu	Viken	Ascent	Naruke	1770	1985	4850	Futaba T16	Q80 14 XS	Tri 20*13 EL	Jeti spin opto 99	Hacker 5000
BEL	Delaere	Bert	Element	Andrew Jesky	1800	2000	4700	Futaba T18	Hacker Q80	Mejzlik 20,5*13W	Hacker Senstrol	Hacker 10S 5000
BEL	Pawlenko	Ignace	Mriya	Donatas design	1680	1990	4700	Futaba T18	Advverrun XS	Falcon 22*20/22*20	Master Mezon 95	Hacker ecoX 5000
CYP	Georgiades	Nicolas	Element	Andrew Jesky	1800	2000	4700	Futaba FX 40	Plettenberg adv 30/10	tri Falcon 19,5*13	Master Mezon 95	Top fuel 5000
CYP	Sheygas	Sergey	Galactika GP	CPLR	1940	1990	4990	JR	YS		Rapicon	
CZE	Votava jun.	Jan	Ascent	Naruke	1850	2000	4890	JR 28X	Hacker C54	Mejzlik contra 23	Jeti Mezon	Top Fuel 10S 4500
CZE	Kral	Jan	Optimus V2	Own design	1680	2000	4900	Jeti DS 16	Advverrun	PT model 22	Jeti Mezon 95	Hacker 4500
CZE	Valenta	Milan	Hawk	Own design	1700	1996	4950	Jeti DS 24	Contra Hendrych	22*18 / 22*20	Jeti Mezon 95 opto	Hacker 4600
DEN	Kristensen	Ole	BE-Extreme	Extrem F3A	1700	1999	4530	Futaba MZ 14	Brenner V4	Falcon	Pyro 600	
DEN	Neistrup	Eggert	Alchemy		1990	1990	4733	Futaba MZ 14	Brenner V4	Falcon	Jeti Mezon 95	
ESP	Rombaut	Juan	Cosmic	Sanchez&Rombaut	1995	1990	4900	Futaba	Dualsky	PT 22*10	Dualsky	Dualsky 5000
ESP	Pardela	Christian	Prometheus bp	S. Silvestri	1970	1970	4890	Futaba 18 SZ	Kontronik	Falcon	Jeti	TopFuel
ESP	Ortega	Luis Eduardo	Angelit	Wolfgang Matt	1850	1990	4990	Futaba 18 MZ	Plettenberg Ad30-10	PT 21*13	Jeti Mezon 95	Gens Ace
ESP	Gomez	Daniel	Promethus	S. Silvestri	1870	2000	3850	Futaba 18 WC	Contra sebart/hacker	Mejzlik	Jeti spin 125	Hacker/HK compact
FIN	Nurila	Lassi	Sensation	G. Bruckmann	1800	1990	4700	Futaba 18MZ			Jeti	Roaring Top
FRA	Paysant-Le-Roux	Christophe	Galaktica +	CPLR	1700	1990	4850	Futaba T18 WC	YS 200 DZ	APC 21,5 * 10,5 c		
FRA	Heckmann	Léo	Xarelto	Pascal Nowic	1750	1990	4800	Futaba T18 SZ	Hacker Q80 14XS	Mejzlik 20*13 EL	Jeti Mezon 90	Dualsky 5000
FRA	Carayon	Cedric	Galaktica +	CPLR	1860	1990	4850	Futaba T18	YS 200 CDI	APC 21,5 * 10,5 pnc		
GBR	Jackson	Keith	Agenda	BJ Park	1900	2000	3650	Futaba 14MZ	Hacker C54L	CRS contra	Jeti spin 99	Optipower 5300
GBR	Ferhringer	Gerhard	Element	BJ Park / Jeskey	1800	1998	4550	Futaba 14MZ	Hacker C54 2YL	RS 21*14	Jeti opto 99	Zippy compact 5000
GBR	Peacock	Garry	Inspire	BJ Park	1780	1995	4820	Jeti DS 24	Brenner V3 contra	20,5*20,5	Jeti 99	Fullymax 5000
GER	Trumpp	Robin	Karat biplane	R Trumpp	1750	1990	4850	Jeti DC 24	Hacker E-Factor C54	Falcon 22*20/22*20	Jeti Mezon 95 Lite	Hacker 2018 5100
GER	Forster	Robert	Kunzit	Wolfgang Matt	1640	1990	4900	Jeti DS 16	Hacker C54+RS CRS	Mejzlik 22*20/22*22	Master senstrol 120	Hacker EcoX 4500
GER	Niklass	Christian	Angelit	Wolfgang Matt	1820	1990	4750	Futaba T18 MZ	Hacker E-Factor	Falcon CFK	Kacker Mezon 95	Hacker EcoX
GER	Wetzel	Gregor	Crystal	Günter Ulsamer	1800	2000	< 5000	FrSky Taranis	Hacker Q80	Ulsamer	Hacker 99 Spin	Hacker EcoX
IRL	Blake	Michaël	AJ Element	Andrew Jesky	1900	2000	4600	Futaba	OS motor	Falcon 22*13	OS 1100	Optipower 5000
ISR	Ben Israel	Yuval	Kunzit	Wolfgang Matt	1600	1990	4970	Futaba T18 SZ	Kontronic 600-94	Falcon 22*18 / 22*20	Master mezon 95	Hacker/Fullymax 5000
ISR	Ben Ami	Omer	Kunzit	Wolfgang Matt	1670	1980	4920	Futaba 18 MZ	CRS Contra	22*18/22*20	Jeti Mezon 95	Thunder Power 5000
ISR	Eliaz	Amir	Episode	BJ Craft	1860	1990	4950	Futaba T18 WC	Hacker C54	Falcon 22*20/22*22	Jeti Mezon 95	Hacker / Roaring Top



ITA	De Vidi	Andrea	Prometheus	S. Silvestri	1870	1990	4980	JR 28 S	Hacker CR	Mejzlik	Jeti spin 125	Kryptonium
ITA	Cervi	Andrea	Hera's	S. Silvestri	1750	1990	5000	SJ Graupner	Hacker C50 CR	Mejzlik 20*18/20*20	Jeti-Hacker	Top Fuel
ITA	Schenk	Hannes	Skywalker	Hannes Schenk	1750	1990	4990	JR 10 X	Hacker C54	RS 21*13,5	Jeti Masterspin 120	Kryptonium
ITA	Loris	Florian	Horu's	S. Silvestri	1850	1990	4980	JR DSX 12	Hacker C54	Falcon 19,7*13	Jeti Spin 99	Hacker 5000
LIE	Kaiser	Stefan	Citrin ST	Wolfgang Matt	1760	1950	4995	Futaba T18MZ	Hacker Q 80 14XS	RS 3B	Master Sensstrol op	Thunderpower 5000
LUX	Weber	Marc	Citrin	Wolfgang Matt	1750	1990	4950	Jeti DC24	Hacker C54 Contra	Falcon Contra	Jeti Mezon 95 Lite	Hacker ecoX 5000
LUX	Poeker	Philippe	Citrin	Wolfgang Matt	1750	1990	4950	Graupner MC32	Hacker C54 cont	Falcon contra	Jeti Mezon 95	Hacker ecoX 5000
LUX	Lee	Philip	Mythos Pro	S. Silvestri	1890	1990	4965	Jeti DS24	Hacker C50 13XL	PT 21*13	Hacker Master 99	Hacker ecoX 5000
NED	van der Vecht	Derk	Ascent biplane	Naruke	1850	2000		Spektrum	Hacker Q80	Contra TMCR D3		
NED	van Vliet	Danny	Ascent	Naruke	1870	1970	4980	Futaba	YS 200 CDI	APC 21*10,5	Rapicon cdi	
NED	Oostema	Roy	Ascent Biplane	Naruke	1850	2000		Futaba	Hacker C54 3D L	Mejz 20,5*20,5/20*22,5	Kontronik Jive Pro	Hacker 4600
NOR	Fremming	Ola	Xarelto	Pascal Nowic	1750	1990	5000	Graupner MC32	Hacker Q80	Falcon 21,5*13	Hacker MS 120	10 S 5000
NOR	Bossum	Tor Heine	Bi-Extreme	Oleh Rudenko	1680	1980	4638	Futaba T18	Hacker Q80 14XS	Falcon 21,5*13/21*14	Jeti Mezon 95	Hacker ecoX 4150
NOR	Jorkjend	Henning	Ascent Bip	Naruke	1780	2000	4890	Futaba T18	Brenner V4	Falcon 23*20/23*22	Jeti Mezon 95	Hacker 4600
POL	Szczepaniak	Jacek	Ascent BIP	Naruke	1770	1960	4700	Futaba 18 MZ	Contra V4 Pyro 600	Mejzlik contra	Jeti Mezon 90	EPS 10s 4500 30C
POL	Gretekiewicz	Jan	Fantasia SP	Akiba	1890	1990	4750	Futaba FX40	D3 motors TMCR	D3 Motors 22*21	2x D3 motors 60 A	EPS 10s 4350 30C
POR	Ferreira	Rui	Prometheus	S. Silvestri	1780	1990	4950	Futaba T14MZ	Pyro Adverrum ctr	22*20 / 22*22	Hacker / Jeti	Hacker 10s 4600
RUS	Rebenok	Viktor	Optimus	Jau Cral	1700	1970	4800	Futaba	Hacker Q80 14 xc	20*13,5	Hacker	Hacker
RUS	Danilov	Sergey	Maximum	Danilov Sergey	1720	1998	4900	Futaba	YS 185 cdi	APS 20,5*10		
RUS	Proskurnia	Mikhail	Maximum	RA composite	1730	1998	4750	Futaba	Plettenberg Aova NSE30	Z-Sky 20*13,5 tri		Zippy 5000
RUS	Komil	Daidiev	Angel shadow	V Kozlosky		1995		Futaba	Plettenberg			
SMR	Silvestri	Sebastiano	Horus	S. Silvestri	1882	1996	4850	JR 28 X	Hacker CR System	Mejzlik CR	Hacker	Hacker
SMR	Massimo	Selva	Prometheus bp	S. Silvestri	1890	1990	4850	Futaba T18	Hacker CR System	Mejzlik CR	Hacker	Hacker
SUI	Matti	Sandro	Galactika+	CPLR	1940	1990	4800	Futaba T18	YS DZ200 cdi	APC 21*10,5	Rapicon cdi	
SUI	Rubin	Marc	Galactika+	CPLR	1940	1990	4800	Futaba T18	YS DZ200 cdi	APC 21*10,5	Rapicon cdi	
SUI	Schumacher	Reto	Angelit	Wolfgang Matt	1850	1990	4950	Futaba T18	Hacker C54	Mejzlik	Mezon 90	Hacker EcoX 5000
TUR	Basural	Mustafa	Spark Evo 2	Krill	1970	1990	4880	Futaba FX 40	Hacker Q80	Falcon 21,5*13,5 EL	Jeti	Hacker
TUR	Abaslioglu	Ethem Tamer	Maximum	Sergey Danilov	1750	1980	4780	Futaba MZ 18	YS DZ CDI			
TUR	Salta	Serdar	Zonda	Mariano Gonstaniyan	1950	1990	4966	Futaba 12 FG	Adverrun contra	Falcon 20,5*20/20*22,5 Jeti spin 99 opto		Gens Ace
UKR	Makarov	Valerii	Enjoy	A. Hanjha	1860	1950	4700	Graupner MC24	Plettenberg A30-10	20,5*12	Jeti Opto 99	Hacker 4500 / 5000
UKR	Royovyi	Yurii	Enjoy	A. Hanjha	1860	1995	4700	JR	Plettenberg A30-10	Sky-Z 22*12	Hacker Spin 99	Top Fuel
UKR	Hakh	Viktor	Enjoy	A. Hanjha	1860	1995	4850	Spektrum DX9	Hacker C50 X13	20,5*12	Hacker Spin 99	Hacker 4500
UKR	Hakh	Oleksii	Enjoy	A. Hanjha	1860	1995	4850	Spektrum DX9	Hacker C50 X13	20,5*12	Hacker Spin 99	Hacker 4500
CHN	JinCheng	Kuang	Ascent	Naruke	2000	2000	4600	Futaba 18MZ	Hacker C54	Falcon 21*14	GN100A	5700 mah
KOR	Park	Byung Joon	Immortal contra	BJ Park	1700	2000	4800	Futaba 18MZ	BJ X-Drive BJ-Force	22*20 FR	Hobby wing 130 A	



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Benoît Dierickx...*