



DEBLIN, POLAND

# Christophe crowned again!

**For the third consecutive year Christophe Paysant Le Roux has won the World F3A Aerobatic Championships, held in Deblin, Poland**

The honour of hosting the 23rd Radio Controlled F3A World Aerobatics Championships in August 2003 fell once again to Poland. Held at their fighter-training base in Deblin, some 60 miles south east of Warsaw, it saw teams from 35 countries descend into this tiny town to do battle for the crown of world F3A champion.

A brief description of the FAI/CIAM class of F3A would be that it involves flying a schedule of 23 aerobatic manoeuvres with a radio controlled model aircraft, which is less than 2 m in wingspan or length and which also weighs less than 5 kg. No limits in engine capacity are specified but a stringent noise limit of 94 dB at 3 m is enforced. These conditions together with the modern aerobatic schedules have meant only a few model designs/engine combinations have been successful in recent years, with the French companies ZN Line and PL Products being dominant in mainland Europe.

## The competitors

The UK team of three pilots had been selected on the basis of five events held throughout the UK in 2002. After some changes the eventual team comprised Angus Balfour (ZN Line Synergy/YS DZ140), Keith Jackson (Angels Shadow/YS DZ140) and Malcolm Balfour (PL Smaragd/YS DZ140), brother of Angus and who at 16 years old was one of the youngest competitors to attend. The rest of the team was composed of Team Manager Nik Middleton and team helper and long-suffering dad Elliot Balfour. The Balfour's were supported by JR MacGregor who loaned them radio equipment.

The Japanese team of Akiba, Onda and Kusama were particularly awe inspiring with their immaculate wooden fuselage/foam winged models which were probably the quietest and most pleasing sounding of the competition. In particular the young 16 year old Tetsuo Onda whose helper was Giiche Naruke, himself former two time World Champion, was superb in practice. His YS DZ140



UK team for 2003. Angus Balfour, Malcolm Balfour, team helper Elliot Balfour and Keith Jackson

WORDS/PHOTOS: KEITH JACKSON



Japanese team models





**Prototype Asano exhaust in the Narlar biplane. Note check valve fitted to DZ injector to help throttling from low engine speeds**



**ARF Millennium/YS DZ140 used to good effect by Sean McMurtry of the USA**



**Tetsuo Onda's Narlar biplane/YS DZ140, designed by ex World Champion Giiche Naruke**

powered Astral model was indeed beautiful to watch performing slow, close and generally small manoeuvres in contrast to the large sizes currently favoured in Europe. Akiba was also just as inspiring to watch with his Good Shot (derivative of the Beat On design)/YS DZ140 combination. The DZ140's used by Onda and Akiba exhibited a softer sound to the others I've heard since their introduction and I think this was a combination of a non-resonant wooden fuselage, foam wings, the new Asano carbon exhaust pipes and perhaps the fuel and set up of their engines. Both two and

**Marco Benincasa's ZNLine Supreme/YS DZ140**



four stroke camps were exhibited at this event under the watchful eyes of their manufacturers who lent their support to an already heavily sponsored and supported team.

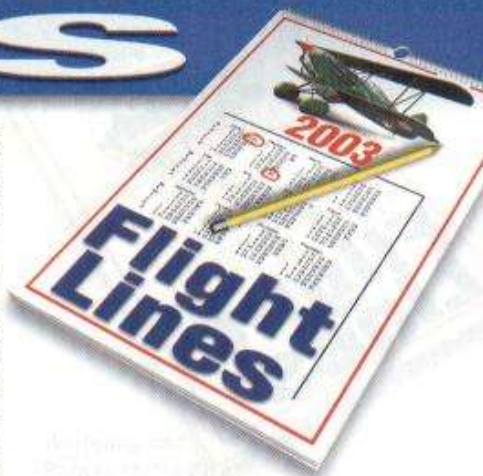
The team from the USA comprised Chip Hyde, Jason Shulman and Sean McMurtry. McMurtry used an ARF Millennium/YS DZ140 to good effect and looked excellent in practice. Chip Hyde was one of three competitors to use a new prototype YS DZ160 and this provided enough urge in the strengthening crosswinds for his PL Products Double Vision biplane. One of three biplanes entered, this for me was less convincing than I'd been led to believe and although the model presented certain manoeuvres well such as stall turns and snap rolls, other elements such as straight lines and rolls were difficult to see.

Most radical was Shulman's electric powered Rhapsody, which is an all-moulded design similar to the Angels Shadow and is available from Wolfgang Lorenz in Germany ([www.f3alorenz.de](http://www.f3alorenz.de)). Power came from two Thunder Power 'Dynamic Power' 5s4p 8200 mAh packs. Each pack weighed in at 822 g and cost \$375 each with two being used in the Rhapsody. Motor was a Hacker C50-XL Acro weighing 529 g, which turned an APC 22 x 12 propeller. The performance of this 10.6 lb model was very impressive especially in the adverse weather conditions.

## Practise

By Friday all the UK team and models had arrived and we went to practice at Ulez. All three pilots put in a number of good practice flights whilst accommodating the strong and frequently gusty conditions. However, all did not end well that day as a radio problem caused Malcolm's Smaragd to go in and out of control during his last flight, eventually nosing in on landing approach resulting in a broken engine mount and shattered cowl. Fortunately Nik and Elliot were able to repair the damage and replace the engine mount allowing Malcolm a much needed confidence boosting flight.

Official practice spanned both Friday and Saturday and this gave all teams one-hour on the official flight lines to famil-



iarise themselves with the competition site. The UK team's slot occurred at mid-day on Saturday and would be immediately followed by model processing where the airframes would be checked and given FAI approval to compete. Both Angus and I put in strong practice flights again in gusty conditions and the general feeling was of optimism. Malcolm then flew and seemed to be gaining in confidence with every manoeuvre. Flying into the 'Reverse Cobra Point Roll' Malcolm pushed the Smaragd into a forty-five degree inverted dive with the intention of pushing up on the centre line into a forty-five degree climb to complete the manoeuvre. However, the model never pulled out and careered into the flight line area beyond the landing strip completely destroying itself. Obviously the change of receiver, crystal and flight pack had not solved the original problem despite an increased ground range and it could only be assumed that the problem lay somewhere in the transmitter. The effect on Malcolm in his first world championships was devastating and he did very well to continue under the circumstances.

In an attempt to make most use of the time we had on the flight line, both Angus and I decided to carry on with our practice. I flew next, all was going well until the reversed four point roll during the F-03 schedule when suddenly the models right wing panel seemed to explode! It really looked like it had been shot out of the sky after which the stricken model arced into the ground at high speed. The next few seconds brought grim realisation that for me the competition was over as with very little practice time on my recently acquired second model, there would be no hope to fly to the standard needed to reach the semis. In the space of ten minutes the UK challenge had been all but wiped out!

The opening ceremony took place in the early evening in the sports stadium with all teams marching past the grandstand with the Polish Minister for Sport and Recreation, as well as other Aeroklub Polski and FAI officials in attendance. A hundred feet above an old





Polish biplane flew impressive flat rudder turns to add to the occasion. Minutes later the stadium was over flown by the Polish air force display team streaming red and white smoke in the colours of the national flag.

## The prelims

The preliminary rounds followed in the next four days with flying starting punctually at 8.00 am and continuing until 7.00 pm, with two panels of judges operating on each flight line. This meant that each judge would see each competitor once during the four rounds and only then could scores be meaningfully compared. The maximum score possible with the preliminary schedule is 670 points and a good score in the UK would be above 450 points and an excellent flight would score in the region of 500 points.

In contrast CPLR was turning in flights of around 550, with his worst flight scoring 526! In each round the top score was normalised to 1000 points and all other scores were adjusted pro rata.

The flying standards during these round varied enormously from performances with really quite poor renditions of the P-O3 schedule to almost perfection. In fact the old adage that one could determine the quality of the flight by looking at the initial procedure turns just before the first manoeuvre proved quite true. After take off the better pilots would perform the required 270° turn downwind and fly arrow straight and level to define the line along which they were to perform the schedule. A perfect half reverse Cuban eight then followed bringing them into wind on heading, at the right height and most importantly at the right distance out. Most good pilots



UK team practising at the enormous flying site at Ulez



Keith and Anna Jackson with Angels Shadow/YS DZ140 before final flight in preliminary rounds



Quique Somenzini's PL Products Partner design/YS DZ160. Available from Petrol Power UK, should be very popular next year

*'with the Polish Minister for Sport and Recreation'*



Country palace at Kozlowka



flew with a low roll rate to give the impression of controlled and relaxed flight. To do this throughout a complete schedule definitely requires co-ordinated rudder and elevator by treating each roll element as a slow roll. Also wind corrections required crossed aileron and rudder to prevent the model going off heading when initiating climbs or dives. The sum of these corrections allowed the top pilots to give the illusion that they were flying in still air instead of the 25 mph crosswinds which were prevalent.

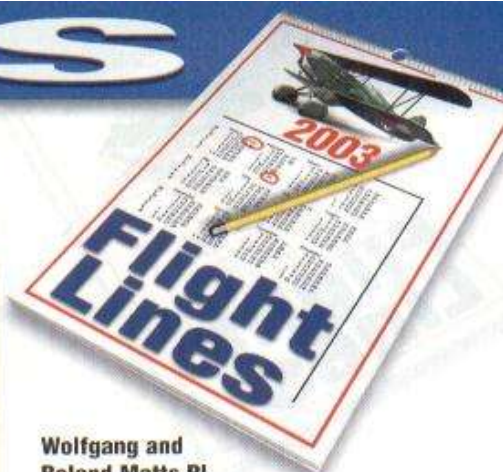
The major controversy of the competition was caused by the scoring of snap rolls (also known as flick rolls) that feature in the preliminary P-O3 schedule. Over recent years pilots have used less elevator and more aileron control to fly these manoeuvres faster and more axially than ever before, in order to integrate them into the increasingly difficult FAI schedules. At this world championship however, it appeared that the judges were instructed to penalise this form of snap in favour of more 'barrelly' versions and this point was not communicated to all competitors. The result were many low marks being awarded for these manoeuvres, with the World Champion CPLR getting five zero scores for the "1½ snap roll with four of eight point roll reversed" in one round!

Quique Somenzini had a bad start to the competition when both his models were lost in transit. Eventually one of his PL Products 'Partner' models turned up and he was able to start the competition on time. His model also used the prototype YS DZ160 turning something like an APC 17 x 14 propeller generating enormous thrust. I saw him fly in the third round in relatively good weather conditions and although not flying particularly fast he really used the power to fly ballistically through some of the manoeuvres such as the hour glass and vertical eight.

Eventually the preliminary rounds finished and the team scores, which were based on these results computed. As expected the top team was the USA with France and Japan coming second and third. The individual and team positions can be seen in the tables shown. The position of 17th was a great disappointment to the UK team although realistically with the losses incurred we could not expect much more.

Thursday was a free day for those sixty five pilots and helpers not involved in the semi-finals and the organisers put on a visit to a nearby stately home in Kozlowka. This included a tour, a visit to a museum of socialist reality art and later a fantastic barbecue with entertainment and a hot air balloon ride thrown in.

**Close up on the Lazulite showing hot air vent 'gills' and fuel pipe system designed to stop the YS DZ140 from flooding during fuelling and storage**



**Wolfgang and Roland Matts PL Products Lazulite. Also available from Petrol Power UK**

## The semis

Friday saw two rounds of F-O3 flown for the thirty semi-finalists and the results from these together with a normalised score from the preliminary rounds were used to determine the top ten pilots who would compete in the finals. The fly-off schedule gave everyone a welcome break from the relentless P-O3 schedules flown earlier. Some of these manoeuvres in this schedule are quite spectacular and for example include an "inverted one roll rolling loop from the top" and also a "humpty bump with 8 point roll up and 2 negative snap rolls down". Again the standards of flying varied widely with the wind acting to differentiate the top pilots. Marco Benincasa flying the new ZNLine Supreme/YS DZ140 was unlucky to lose his second round score completely, as just after take off the engine blew the glow plug out and straight through the cowling! CPLR won the first round comfortably and Chip Hyde came a close second.

## Finals

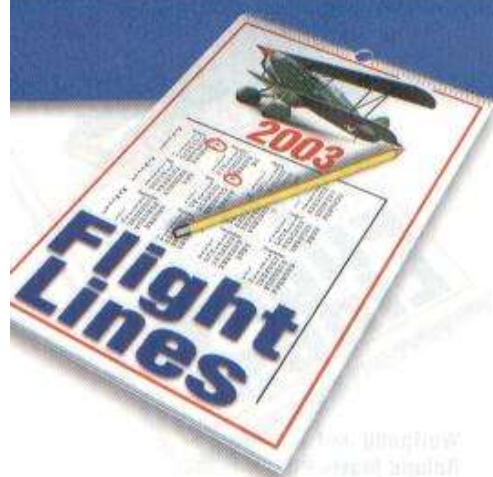
So the stage was set for the top ten pilots to proceed to the finals with 16 year old French pilot Stephane Carrier (PL Models Partner/YS DZ140) and Sean McMurtry performing the warm up flights for the judges. Flying started on Saturday at 7.00 am as four rounds needed to be flown and the results calculated before the closing

ceremonies later on. Currently the final's comprise of two rounds of F-O3 schedules and two different unknown schedules picked by the competing pilots the night before. No practice was allowed so the only chance for judges and pilots to see the technicalities of these schedules was to watch the demo flights on the day and then run through it with stick models. Manoeuvres were obviously chosen tactically by some pilots with the knowledge that others were suffering from the snap roll judging and an example of this was a reverse snap roll; i.e. one snap roll followed immediately by another in the opposite direction. Other difficult manoeuvres included one and two roll rolling circle and loops, a reverse avalanche from the top (i.e. an inverted loop from the top with a snap roll at the bottom integrated into the radius of the loop); not for the faint-hearted!

Unfortunately the wind continued to blow strongly and it is to the absolute credit of these pilots that their flights were not blown way out. Again and quite oddly it was possible to spot the differences between the top three or four pilots and the rest. Of worthy mention was the young 16 year old Onda flying his truly magnificent biplane 'Narlar'. I'm not sure whether this was eventually YS DZ140 or YS DZ160 powered but it had plenty of 'oomph' even in the strong winds and for many was the model of the competition.

Hyde flew well but really struggled in the wind with his Double Vision.





*'not communicated to all competitors'*

**Crowned World Champion for the third successive time -  
Christophe Paysant Le Roux (Photo taken at Sandown)**

Somenzini flew well but occasionally overcooked a manoeuvre by trying too hard and his model looked less stable in the wind. Shulman flew very close with a low baseline but struggled for power in the ensuing conditions. CPLR was truly amazing to watch with his ZNLine Synergy/YS DZ160 and stood way out in front of the rest with his positioning, gracefulness of flight and technical accuracy. An example of this were his rolling manoeuvres such as the rolling loops and circles which were geometrically perfect.

The final positions together with some model details are given below

### Top ten individual placings

Place	Competitor	Country	Model	Engine	Construction	Total	1st Flight F-03	Flight Unknown 1	2nd Flight F-03	Flight Unknown 2
1	Ch. Paysant Le Roux	FRA	ZNLine Synergy	YS DZ160	Kevlar/glass fuselage foam wing	2100.00	1000.00	1000.00	1000.00	1000.00
2	Quique Bortonezani	ARG	PL Partner	YS DZ160	Kevlar/glass fuselage foam wing	1940.25	930.46	935.81	884.45	929.24
3	Chip Hyde	USA	PL Double Vision	YS DZ160	Wood fuselage Foam wing	1939.14	956.52	959.68	883.51	931.44
4	Tetsuo Onizuka	JPN	Narita	YS DZ140	Wood fuselage Foam wing	1917.97	914.53	911.02	869.98	947.99
5	Yoichiro Akiba	JPN	Good Shot	YS DZ140	Wood fuselage Foam wing	1860.08	901.98	920.58	865.76	933.53
6	Masaru Kusama	JPN	OS145	EPI	Wood fuselage Foam wing	1849.26	848.51	825.82	971.29	917.97
7	Janet Shulman	USA	Bhappoo	Fuoco C90 XL	Composite	1843.20	905.20	959.26	925.93	918.04
8	Roland Mall	LIE	PL Lucifly	YS DZ160	Kevlar/glass fuselage foam wing	1809.90	895.75	943.88	92.21	916.91
9	Bernd Buschmann	GER	Tecno 150	Webra 150	Wood fuselage Foam wing	1806.12	875.70	901.87	912.32	923.89
10	Wojciech Mall	LIE	PL Lucifly	YS DZ160	Kevlar/glass fuselage foam wing	1788.72	888.50	841.89	914.28	871.95

The closing ceremony took place in the same stadium as before with all teams marching in to see CPLR crowned World Champion for a third successive time. The organisers did a superb job of organising this and were even thoughtful enough to provide a consolation prize for the Brazilian pilot Henrique Cruz whose models were completely destroyed in transit and never had a single flight.

Finally, a banquet was held in the officers building and a lavish meal was enjoyed only slightly less than the dancers who entertained all in various outfits ranging from Polish folk to French Can-Can! Of course Vodka was on every table and I'm sure that all competitors toasted the organisers for putting on a most superb event. Spectacular fireworks followed the meal to bring to an end for most a very enjoyable event.

**RCMW**



**Yoichiro Akiba's Good Shot/YS DZ140. Beautiful, quiet and precise**





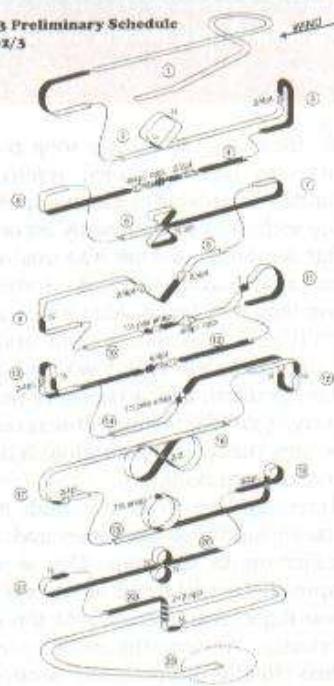
Exhaust diffuser on the 'Good Shot' used to reduce exhaust orifice noise levels to good effect



Biplanes used at this years World Championships. Chip Hyde's PL Products Double Vision, Sebastiano Silvestri's Look@me and Tesuo Onda's Narlar

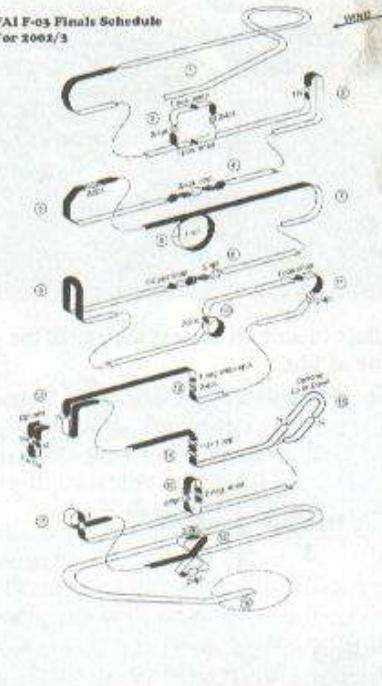
### The FAI P-03 Preliminary Schedule

FAI P-03 Preliminary Schedule For 2002/3



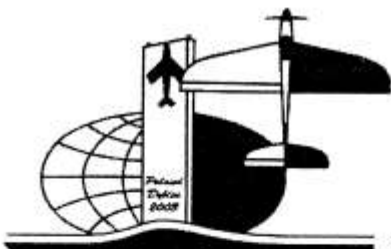
### The FAI F-03 Finals Schedule

FAI F-03 Finals Schedule For 2002/3



*'his positioning, gracefulness of flight and technical accuracy'*





23<sup>rd</sup> WORLD RADIO CONTROLLED  
Aerobatic Model  
CHAMPIONSHIPS  
Poland Dęblin 2003



XXIII MISTRZOSTWA ŚWIATA MODELI AKROBACYJNYCH ZDALNIE STEROWANYCH

FINAL

16.08.2003

Individual Results

Place	Competitor	Country	Total	1. Flight F-03	Flight N-1	2. Flight F-03	Flight N-2
1	Ch. PAYSANT-LE ROUX	FRA	2000,0	1000,0	1000,0	1000,0	1000,0
2	Quique SOMENZINI	ARG	1940,3	930,5	955,8	984,5	950,2
3	Chip HYDE	USA	1939,2	966,5	950,7	988,5	931,4
4	Tetsuo ONDA	JPN	1918,0	914,5	911,0	970,0	948,0
5	Yoichiro AKIBA	JPN	1899,1	902,0	920,8	965,8	933,3
6	Masato KUSAMA	JPN	1889,3	848,5	825,0	971,3	918,0
7	Jason SHULMAN	USA	1885,2	905,2	959,3	925,9	958,0
8	Roland MATT	LIE	1868,6	890,8	945,9	922,7	916,9
9	Bernd BESCHORNER	GER	1856,1	870,7	901,9	932,3	923,8
10	Wolfgang MATT	LIE	1786,2	888,5	841,7	914,3	871,9

FAI Jury:

Bob SKINNER

President

Sandy PIMENOFF

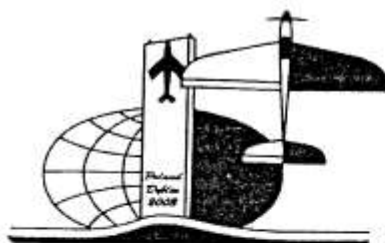
Member

Andras REE

Member

Ryszard WITKOWSKI

Reserve Member



# 23<sup>rd</sup> WORLD RADIO CONTROLLED

Aerobatic Model  
CHAMPIONSHIPS  
Poland Dęblin 2003



XXIII MISTRZOSTWA ŚWIATA MODELI AKROBACYJNYCH ZDALNIE STEROWANYCH

Preliminary

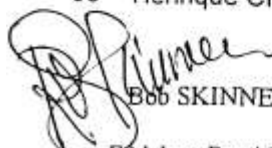
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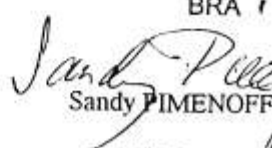
## Individual Results


Place	Competitor	Country	Total	Panel 1	Panel 2	Panel 3	Panel 4
1	Ch. PAYSANT-LE ROUX	FRA	2997,5	1000,0	1000,0	967,9	997,5
2	Quique SOMENZINI	ARG	2963,2	954,9	992,0	1000,0	971,1
3	Chip HYDE	USA	2937,1	952,5	916,3	984,6	1000,0
4	Jason SHULMAN	USA	2866,3	965,8	949,3	951,2	947,7
5	Roland MATT	LIE	2855,2	945,4	775,1	944,5	965,2
6	Sean McMURTRY	USA	2836,5	950,0	936,4	946,2	940,3
7	Yoichiro AKIBA	JPN	2835,8	935,3	956,7	943,8	832,2
8	Wolfgang MATT	LIE	2825,7	972,0	934,2	892,3	919,5
9	Tetsuo ONDA	JPN	2808,6	950,9	959,6	884,7	898,1
10	Sebastiano SILVESTRI	ITA	2795,7	941,8	935,2	918,6	894,3
11	Bernd BESCHORNER	GER	2793,4	918,8	880,9	951,2	923,4
12	Ewald TRUMPP	GER	2783,3	873,0	910,5	935,6	937,1
13	Marco BENINCASA	ITA	2729,7	927,9	910,4	891,4	0,0
14	Masato KUSAMA	JPN	2727,6	867,9	906,6	907,1	913,9
15	Stephane CARRIER	FRA	2725,9	828,0	914,2	874,0	937,6
16	Guenther ULSAMER	GER	2721,4	900,3	899,4	873,3	921,7
17	H. DANKSAGMUELLER	AUT	2705,8	868,5	862,1	899,2	938,1
18	Patrick DRACK	SUI	2685,5	879,9	903,9	901,7	858,3
19	Florent ROCHEDIEU	FRA	2676,2	869,3	802,2	860,7	946,2
20	Ola FREMMING	NOR	2653,6	857,1	908,0	886,6	859,0
21	Alfred PYE	AUS	2630,0	853,0	867,7	897,8	864,5
22	Markus ZEINER	AUT	2615,0	844,8	849,7	857,2	908,1
23	Erich FILGAS	AUT	2614,3	855,9	875,4	845,3	883,0
24	Philippe MARQUET	BEL	2605,7	823,5	854,5	913,7	837,5
25	Bernhard SCHADEN	SUI	2603,6	866,3	816,6	851,2	886,2
26	Christian HANS	BEL	2595,3	860,0	868,6	841,1	866,7
27	Lau ALEX	HKG	2584,3	815,9	897,8	870,6	768,7
28	Benoit DIERICKX	BEL	2568,8	863,8	863,3	816,8	841,6
29	Stephen CORAM	AUS	2566,6	790,1	826,6	889,4	850,6
30	Luca FRIGGERI	ITA	2560,8	899,4	834,2	827,3	806,2
31	Marcelo COLOMBO	ARG	2560,5	832,0	861,3	867,3	822,2
32	Danny VAN VLIET	NED	2557,1	834,4	799,1	883,2	839,6
33	Bill BLOODWORTH	AUS	2555,1	859,1	826,6	869,4	817,7
34	Zhiyong DUAN	CHN	2538,3	775,9	797,8	917,0	823,5
35	Weiguo LI	CHN	2537,0	871,5	778,9	851,1	814,4
36	Kim SUNG NAM	KOR	2530,4	812,7	929,5	788,2	725,6
37	David LUNDSTROM	SWE	2519,9	821,4	869,6	815,6	828,9
38	Daniel KOCH	SUI	2519,0	814,2	794,2	859,3	845,5
39	Aiqiang LIU	CHN	2500,1	848,5	870,6	755,4	780,9
40	Chad NORTHEAST	CAN	2490,6	859,8	820,5	706,2	810,3
41	Frank VAN LEEUWEN	NED	2478,4	796,9	832,5	849,0	784,4
42	Nick SCHADLER	LIE	2471,0	780,9	777,2	816,9	873,1
43	Anders JOHANSSON	SWE	2466,9	805,5	862,3	799,1	767,6



Place	Competitor	Country	Total	Panel 1	Panel 2	Panel 3	Panel 4
44	Angus BALFOUR	GBR	2462,6	836,5	827,5	768,5	798,7
45	Bruno HELENO	POR	2453,4	802,2	853,5	791,9	797,6
46	Bernt OLSSON	SWE	2446,2	810,2	780,3	836,5	799,4
47	Daniel NIETO	ARG	2437,6	831,2	783,2	823,2	725,0
48	Keith JACKSON	GBR	2400,1	786,6	840,3	773,2	758,2
49	Finn LERAGER	DEN	2399,4	829,4	773,9	761,3	796,2
50	Nicolas GEORGIADES	CYP	2398,3	770,7	822,0	805,6	673,0
51	Adam GLATT	CAN	2374,2	704,2	843,3	768,6	762,2
52	Lau CHI WING	HKG	2360,9	724,6	818,2	767,7	775,0
53	Han MAN HO	KOR	2340,3	734,5	843,3	762,5	707,4
54	Massimo SELVA	SMR	2338,8	743,0	778,8	795,9	764,2
55	Shane ROBINSON	IRL	2331,7	767,2	792,4	772,1	716,1
56	Knut Widar FRANTZEN	NOR	2330,9	787,9	785,6	757,4	0,0
57	Daniel VENABLES	CAN	2312,1	771,9	769,8	678,5	770,4
58	Ales ZAPLETAL	CZE	2304,4	775,8	762,9	709,2	765,8
59	Fred DE WIT	NED	2289,9	742,6	797,1	725,5	750,1
60	Sergey BUTUZOV	RUS	2287,2	704,9	782,8	799,4	48,7
61	Torkil HATTEL	DEN	2254,3	710,1	716,6	772,6	765,1
62	Malcolm BALFOUR	GBR	2240,5	726,2	723,4	663,7	790,9
63	Rui FERREIRA	POR	2223,4	630,7	754,2	762,1	707,1
64	Victor MANDRIKA	RUS	2213,4	630,8	732,1	749,9	731,5
65	Lars SEMB	NOR	2211,7	696,3	760,2	744,3	707,2
66	Jan SOUCEK	CZE	2188,6	680,9	708,9	738,7	741,0
67	Lee DONG HEE	KOR	2180,3	703,5	691,8	769,0	707,8
68	Markus AALTONEN	FIN	2154,7	541,3	767,0	741,8	645,9
69	Ondrej MATULA	CZE	2147,2	712,6	692,8	699,5	735,1
70	Li HUNG KAY	HKG	2146,5	693,6	756,2	696,8	564,4
71	Lech MULLER	POL	2140,9	706,5	718,2	716,1	705,8
72	Paul HOULIHAN	IRL	2136,5	716,4	683,6	736,5	652,2
73	Steve ALEXANDER	NZL	2128,3	673,0	685,9	726,3	716,1
74	Jacek SWIDEREK	POL	2120,6	706,2	727,9	686,5	654,2
75	Tuomas TANSKA	FIN	2033,1	674,0	730,2	628,9	543,4
76	Sergey DANILOV	RUS	1981,5	649,6	642,2	689,6	621,7
77	Valeriy MAKAROV	UKR	1942,2	645,0	636,3	591,0	660,8
78	John BAINATHSAH	SUR	1917,0	555,2	611,4	653,6	652,0
79	Freddy HAGENS	SUR	1904,4	587,4	599,5	717,5	559,0
80	Apostolos PRASTITIS	CYP	1860,5	505,7	704,7	593,0	562,7
81	Lin CHIH HUI	TPE	1834,8	535,0	686,7	613,2	527,6
82	Mesut SUBAKAN	TUR	1823,7	630,9	603,8	589,0	583,2
83	Ugur BOZDUMAN	TUR	1815,2	676,8	603,5	508,9	534,9
84	Vladimir STUPAK	UKR	1801,4	602,1	628,4	516,1	570,9
85	Marcos RESENDE	BRA	1719,7	605,4	558,7	524,5	555,6
86	Geoffrey BAINATHSAH	SUR	1679,5	528,2	579,6	539,0	561,0
87	Erkko SAVIARO	FIN	1679,4	615,9	535,7	379,8	527,8
88	Chen CENG FENG	TPE	1656,6	548,9	527,0	529,1	578,6
89	Alexandr HURYLIOV	BLR	1498,4	508,4	490,5	462,0	499,5
90	Demetris SAVVA	CYP	1496,7	620,5	414,3	461,9	333,0
91	Viktar VERBAVENKA	BLR	1406,4	445,2	388,0	446,4	514,8
92	Jacek SZCZEPANIAK	POL	1199,4	597,2	0,0	602,3	0,0
93	Yuriy BAIBARZA	UKR	1133,6	337,2	374,8	365,3	393,5
94	Morten LAUGESEN	DEN	657,1	657,1	0,0	0,0	0,0
95	Kaan S. GUNER	TUR	570,4	233,8	286,2	0,0	50,4
96	Henrique CRUZ	BRA	0,0	0,0	0,0	0,0	0,0

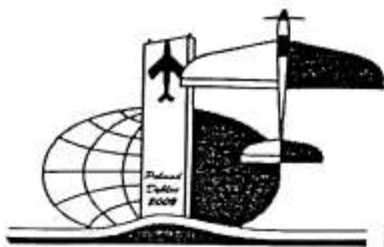
  
 Bob SKINNER  
 FAI Jury President

  
 Sandy PIMENOFF  
 FAI Jury

  
 Andras REE  
 FAI Jury

  
 Ryszard WITKOWSKI  
 Reserve FAI Jury





# 23<sup>rd</sup> WORLD RADIO CONTROLLED

Aerobatic Model  
CHAMPIONSHIPS  
Poland Dęblin 2003



XXIII MISTRZOSTWA ŚWIATA MODELI AKROBACYJNYCH ZDALNIE STEROWANYCH

SemiFINAL

15.08.2003

## Individual Results

Place	Competitor	Country	Total	Preliminary	Panel A	Panel B
1	Ch. PAYSANT-LE ROUX	FRA	2000,0	1000,0	1000,0	993,2
2	Chip HYDE	USA	1979,9	979,9	950,0	1000,0
3	Quique SOMENZINI	ARG	1960,1	988,6	971,5	963,3
4	Jason SHULMAN	USA	1927,2	956,2	953,1	970,9
5	Roland MATT	LIE	1914,2	952,5	961,6	932,7
6	Yoichiro AKIBA	JPN	1904,5	946,1	912,9	958,4
7	Bernd BESCHORNER	GER	1873,3	931,9	914,8	941,3
8	Masato KUSAMA	JPN	1868,5	910,0	905,3	958,5
9	Tetsuo ONDA	JPN	1865,4	937,0	928,4	879,0
10	Wolfgang MATT	LIE	1855,8	942,7	897,2	913,1
11	Sean McMURTRY	USA	1847,7	946,3	901,4	879,4
12	Marco BENINCASA	ITA	1842,2	910,7	918,3	923,9
13	Stephane CARRIER	FRA	1813,9	909,4	904,5	876,9
14	Patrick DRACK	SUI	1800,7	895,9	841,4	904,8
15	Sebastiano SILVESTRI	ITA	1800,6	932,7	841,7	867,9
16	Guenther ULSAMER	GER	1785,6	907,9	809,9	877,7
17	Luca FRIGGERI	ITA	1784,7	854,3	827,2	930,4
18	Florent ROCHEDIEU	FRA	1770,1	892,8	858,9	877,2
19	Ewald TRUMPP	GER	1765,3	928,5	740,0	836,7
20	Alfred PYE	AUS	1744,3	877,4	866,9	777,5
21	Markus ZEINER	AUT	1744,3	872,4	868,9	871,9
22	Ola FREMMING	NOR	1733,5	885,3	848,2	769,7
23	H. DANKSAGMUELLER	AUT	1724,4	902,7	781,8	821,8
24	Bernhard SCHADEN	SUI	1721,6	868,6	852,9	827,8
25	Erich FILGAS	AUT	1706,6	872,2	834,4	825,3
26	Benoit DIERICKX	BEL	1706,5	857,0	849,5	843,3
27	Philippe MARQUET	BEL	1705,3	869,3	825,0	836,0
28	Christian HANS	BEL	1686,3	865,8	797,4	820,5
29	Stephen CORAM	AUS	1654,6	856,2	779,5	798,4
30	Lau ALEX	HKG	1608,7	862,2	694,4	746,6

Bob SKINNER

FAI Jury President

Sandy PIMENOFF

FAI Jury

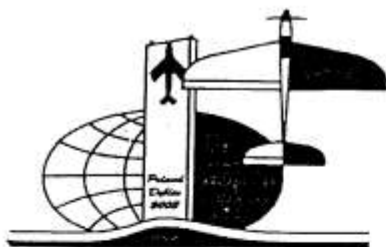
Andras REE

FAI Jury

Ryszard WITKOWSKI

Reserve FAI Jury





23<sup>rd</sup> WORLD RADIO CONTROLLED  
Aerobatic Model  
CHAMPIONSHIPS  
Poland Dęblin 2003



XXIII MISTRZOSTWA ŚWIATA MODELI AKROBACYJNYCH ZDALNIE STEROWANYCH

13.08.2003

TEAM Results

Place	TEAM	Total	Competitor		
			1	2	3
1	UNITED STATES of AMERICA	8639,9	2937,1	2836,5	2866,3
2	FRANCE	8399,5	2725,9	2997,5	2676,2
3	JAPAN	8372,1	2835,8	2727,6	2808,6
4	GERMANY	8298,1	2793,4	2783,3	2721,4
5	LIECHTENSTEIN	8151,9	2825,7	2855,2	2471,0
6	ITALY	8086,2	2729,7	2560,8	2795,7
7	ARGENTINA	7961,3	2560,5	2437,6	2963,2
8	AUSTRIA	7935,1	2705,8	2614,3	2615,0
9	SWITZERLAND	7808,2	2685,5	2519,0	2603,6
10	BELGIUM	7769,7	2568,8	2595,3	2605,7
11	AUSTRALIA	7751,7	2555,1	2566,6	2630,0
12	PEOPLE'S REPUBLIC of CHINA	7575,4	2538,3	2537,0	2500,1
13	SWEDEN	7433,0	2466,9	2519,9	2446,2
14	NETHERLANDS	7325,5	2478,4	2557,1	2289,9
15	NORWAY	7196,1	2653,6	2330,9	2211,7
16	CANADA	7176,9	2374,2	2490,6	2312,1
17	GREAT BRITAIN	7103,3	2462,6	2240,5	2400,1
18	HONG KONG, CHINA	7091,7	2584,3	2360,9	2146,5
19	KOREA	7051,0	2180,3	2340,3	2530,4
20	CZECH REPUBLIC	6640,2	2147,2	2188,6	2304,4
21	RUSSIA	6482,1	2287,2	1981,5	2213,4
22	FINLAND	5867,2	2154,7	1679,4	2033,1
23	CYPRUS	5755,5	2398,3	1860,5	1496,7
24	SURINAME	5501,0	1679,5	1917,0	1904,4
25	POLAND	5461,0	2140,9	1199,4	2120,6
26	DENMARK	5310,8	2254,3	657,1	2399,4
27	UKRAINE	4877,2	1133,6	1942,2	1801,4
28	PORTUGAL	4676,8	2223,4	2453,4	
29	IRELAND	4468,2	2136,5	2331,7	
30	TURKEY	4209,3	1815,2	570,4	1823,7
31	CHINESE TAIPEI	3491,3	1656,6	1834,8	
32	BELARUS	2904,8	1498,4	1406,4	
33	SAN MARINO	2338,8	2338,8		
34	NEW ZEALAND	2128,3	2128,3		
35	BRASIL	1719,7	0,0	1719,7	

Bob SKINNER

FAI Jury President

Sandy FIMENOFF

FAI Jury

Andras REE

FAI Jury

Ryszard WITKOWSKI

Reserve FAI Jury