

1985 F3A WORLD CHAMPIONSHIPS

By Shayne Lysaght

Early Stages

With 12 months of preparation behind us we arrived at Schipol Airport, near Amsterdam, at 0900 hours on Sunday September 1, a week before the competition was to begin. All the boxes arrived, although a little scratched. After a delay through customs we were met by a member of the Dutch Aero Club who showed us where to pick up our van, which was supplied by Crown Forklift Company, whom we thank very much. We temporarily removed two rows of seats so that we could fit the boxes in the back. After that we went to Flevohof, which is a small, agricultural display village and the site of the 1984 F3B European Championships, about an hours drive ENE of Amsterdam. We were the first overseas team to arrive in Amsterdam and had a visit from one of the organisers late that afternoon, when we received our fuel and general first-hand briefing about the competition. We also persuaded him to let us use the closest and apparently one of the best flying fields in Holland for practice.

Next morning we all woke at 0400 hours due to the changes in our sleeping pattern that our 26 hour flight had caused. We used this extra time to mix fuel and prepare for practice. The fuel we all used was 75% Methanol, 10% Nitro and 15% Klotz. We packed the van with our number two models and were shown the field by Jan Van Vliet, a member of the Dutch Aerobatic team and an organiser of the competition, arriving at 1100 hours, itching to have our first flight in Holland. The practice field was perfect; only 25 minutes drive from the Bungalow Park and in country that was flat for as far as the eye could see. The surface was a spongy, yet short wild grass: we could have flown in any direction 360° around us. We all had four flights in quite blustery conditions, each still trying to recover from jet lag.

Later that afternoon the Americans arrived; we didn't need to see them to know that they had arrived, because in the car park sat a model box, or more correctly, a crate, that was larger than all our boxes put together! They didn't have remov-

able tailplanes. The boxes were so large that they had to hire five station wagons to take their boxes and a party of 12. The next day was miserable with high wind and lots of rain. We decided to have-a-go between showers, and we each had five flights; a long day. The weather during the entire week before the competition was atrocious yet we managed to get about 30 flights each. The wind during this week ranged from about 10 to 35 knots and we were quite confident that the weather would be like this for the competition. During the entire week we were sitting at about 102 dB and we fiddled with many propellers to reach the best performance possible.

Some Comparisons

On Wednesday afternoon the Japanese rolled up in their five cars with a team of about 12, and proceeded to put their models together and fly. We stopped flying and stood back to see how the little guys did it, and we couldn't believe what we saw, with all three of them, especially Hatta, flying extremely close and fast. The flying was super smooth and very precise yet untidy in some ways because the pull-ups were extremely tight and their roll rates unrealistically fast. Their aircraft were all superbly finished with beautiful colour schemes, done with Pactra, Aerogloss coloured dope. They were all using Y.S. engines, Hattori pipes and Futaba PCM radio gear.

Naruke's aircraft was called an Aurora and it weighed just under eight pounds; this aircraft is very similar to the Cosmos with a slightly larger wing area of about 800 sq. inches. All of the servos were Futaba S130 SH (High Speed). The Aurora had an MK tricycle undercarriage set up driven by a servo mounted in the wing. Like many previous Japanese pilots Naruke was once again using an MK variable pitch prop of 11½ inch diameter and 12 inch pitch. The ailerons were large outboard and the aircraft had no flaps. The fuel tank was placed over the C of G; this is easy to do with the pressure system of the Y.S. engine. Suzuki's aircraft was called a Catylaya and was set up almost the same as Naruke's but, whereas Naruke's was an all balsa fuseage, Suzuki's was mostly fibreglass.

Hatta's aircraft was called a Crane and was different from the other two in that he didn't use a



The Australian team at Flevohof: Shayne, Eddie, John and Paul. The aircraft are Shayne's Atlantas, one done in red, red and white, the other, right, in red, green and white. Slickers to keep out the rain, in team colours.