

2015 F3B World Championship | Report Tim Kullack



The Team

The 2015 team of Team Manager Don Tester, helper Warren Kullack contestants John Skinner, Mike Rae and Tim Kullack made the journey to Arnhem, Netherlands to compete in the 2015 World Championship.

The team was selected from the 2 day Perth competition, the WA F3B Open held in May 2014 which also doubled as the Australian team selection event.

World Champs Warm-Up | Nardt F3B

Don, John, Warren and myself flew into Amsterdam, picked up the hire van and drove 800km to Hoyerswerda, East Germany to fly in the 2 day Nardt F3b World Cup event which was scheduled on the weekend prior to the WC.

Arriving Friday afternoon we picked up line, winches and batteries loaned to us by our German friends Armin Hortitz, Gerhard Koberlain and Marcus Wanner. We also met up with our team mate for the event, Tom Keisling from the USA.

Saturday morning started with me stepping on the flap and stripping the servo prior to the start. When unpacking the models Friday, I had noticed one of the elevator horns on my second Freestyler 4 was loose from the trip over. I had not yet repaired it so that left me with only one flyable model, a Freestyler 3, a great start indeed. I had not even put it together the day before so the test flight was round 1 speed, no problems and rattled out a 14.69, John flew 15.86, Tom 15.89 and Don a PB of 18.34.

14.69 was good for 4th fastest in the round which was won with a 13.30. Distance and duration followed with mixed results. The rain and wind came and the comp came to a halt. Despite this

trend for both days we managed 3 complete rounds. We all had our share of strange equipment problems , TX switches , dead batteries and damaged models among other things.

Nardt F3B Results:

Jens Buchert won with Don 57th, John 21st, Tom 16th and myself 9th.

http://f3b.rcsolutions.ch/e/8_sonnenwendpokal?mainTab=momentTotals&session=16b6ad04a3d8faba53e8a8040dc65a60

World Champs Warm-Up | Arnhem Open

Monday we drove 700km to Arnhem in the Netherlands where we met up with Mike.

We spent the next 3 days in some nice European summer weather at the flying site which was the Deelen Airbase.

The site is used for the annual F3J Holland Glide event. It was pointed out by the organiser Walt that the forest located 800 meters behind us is known to eat models so be warned !

The site itself was massive, being an old airfield from WW2.

The field is currently used for helicopter training and full size gliding.

There were a few obstacles like raised concrete helipads and expensive landing lights scattered all over.

None of this caused a problem for the duration of the event.

A second full size gliding club located in Terlet was maybe 5 km away.

A nice touch was watching the full size vintage gliders thermal above our field.

A massive tent was erected which became the pits for visiting countries as well as some European countries and also the organisers base.

We made ourselves at home pretty quick and were very comfortable.

Six new winch batteries along with the loaned winches plus the one new Ober winch delivered directly by Gunther Ober were calibrated to 23mohm.

This gave an average of around 4800 and 5100 watts of power compared to around 5500+ watts using our Australian winch rules.

The wind started to really blow on Friday.

We received a message from the Austrians that a panel 800 mm x 2400 mm had blown off from the internal structure of the tent and fallen on 3 of our fuselages.

Luckily a bench seat stopped the panel from squashing the models flat. Johns Fosa v-tail was bugged, Mikes FS3 and my FS4 v -tail were creased but repairable.

Saturday marked the start of the pre worlds comp, the Arnhem Open which is another World Cup event. Conditions started out light and built up through the day. The speed round was a shocker for us. Don had built massive tension on launch with his new Jedi but unfortunately the line nicked the leading edge and removed a section about 65 mm long. This was not known until landing for a relaunch and Don elected to not launch again. It was repaired for a re flight due to rain with a Grolsch beer can. John then clipped the ground with his Fosa and damaged it beyond repair. 20 minutes later Mikes normally very well behaved Freestyler4 snapped low on launch and at around 4kg weight did not survive the 45 degree impact.

It was getting pretty windy and stormy now. The comp was called off for the day. Some guys continued to fly, resulting in a snapped wing on launch.

This was the start of the really bad weather. We were only able to complete one full round for the Arnhem Open. Joakim Stahl won with 3000 points for the round. Don finished 57th , Mike and John carried a zero for speed and I finished 5th. As only one round was flown no World Cup points were awarded.

<http://www.f3b.de/uploads/Arnhem%20Open%202015.pdf>

The F3B World Champs

The WC started in pretty rough conditions , heavy rain periods and 90 degree 20 knott winds gusting to who knows what.

A lot of early carnage here for the entire field, several models exploded on launch coining the new phrase "ballast rain" by the base B helpers . There were cuts in speed, safety line penalties ,lost laps in distance, lost models in duration in the forest a long way down wind and a bent tow hook !

We tried to be conservative and just make it through without any damage to planes and scores. Mike had an early win in distance but John and myself seemed stuck on 20 to 22 laps consistently going down by 2 laps. I was happy to take this given what was going on around the place.

Duration went well for all of us and we made our times.

A highlight for these early rounds was a new World Championship speed record of 12.32 seconds for Naoto Sakurai from Japan. A great bloke and really happy for him.

The comp was running very slowly due to the awful conditions and it was looking like only 5 rounds could be flown. This meant no droppers.

On Friday we were still finishing round 4. By this stage the wind and rain had gone. Finally sun shine with light and variable winds with distance now being flown on either side of the course, it was common for people to choose the wrong side and be beaten by 3 to 5 laps. Top contenders were taking hits in these conditions. Mike then changed the strategy of the entire field. Prior to launch he identified a thermal that was off course, launched early chased it for a little and spent 2.30 minutes climbing. The field followed but Mike had the height advantage as he was climbing longer prior to entering the course. Cool stuff!

It was common for planes to be circling in different parts of the sky, some climbing, some maintaining and some losing if the light thermal was not found.

Speed was tough in these conditions, launch heights were terrible, maybe 180 meters, less by the time you start diving into the course. If there was any air on course sub 15 seconds times were possible if flown tight. We were not able to achieve such times. We were around 17 to 20 seconds. Perhaps the fear of cutting and really having an ugly score meant a conservative course being a little too long was flown.

There were lots of searching for air and relaunches , often with no better result.

Saturday, the reserve day arrives and its sunny, still light and variable and round six is going to happen !

Again, duration no problem, distance, mixed results. Speed was flown in reverse order.

Speed is even more brutal than Friday. 18 second runs are being applauded , plenty of 20 + second runs and more cuts . As the day went on conditions got better and times came down. That combined with the higher ranked pilots meant times got into the high 15 sec range. Andreas Herrig is second last to fly and flies a perfect low 15xx run.

His brother Martin is next and will be the last to fly.

The winner for 2015 will pretty much be decided by this flight once droppers kick in.

There is a problem with the timing gear which means there is a delay to his working time of maybe 3 minutes. The start of working is announced and there is a massive flock of birds circling in a nice thermal above the winch lines. Martin is able to get an ok launch, thermal for height and then fly a perfect 13xx run to become World Champion for a third time.

Awesome stuff and a pleasure to watch both of them.

Final Results

Final results were; Martin Herrig 1st, Andreas Herrig 2nd and Andreas Bohlen 3rd.

The aussies finished with John 49th, Mike 32nd myself 23rd and 12th in teams.

http://www.f3b.de/uploads/results_2015.pdf

The Models

The development in models has not really changed from 2013. New materials result in lighter layups , not super light but lighter in the tips and v-tail.

Certainly no need to go out and purchase new light models to be competitive.

Any model designed within the last 5 years from a reputable manufacturer is competitive.

A Radical or Freestyler 3, both designs from 2006 are still top models. The newer Radical Jazz, a smaller model appears to have superseded the original.

The winning model of Martin was a Freestyler 4 , Andreas a Freestyler 3 and third place Andreas Bohlen a Fosa. (could have been a Fosa Lift)

We were very happy with Pentagonal Megaline from EMC Vega.

To me flying an accurate 150 meter course is still the most important thing in speed and distance.

It is possible to fly 13 second speed runs at 3kg in light air.

Under-ballasted, you get launch height; "height is might if you're light". Over-ballasted and it's; "too much lead, you're dead", (or as John would say "weight is great").

Regardless of the conditions there is a pretty good chance that someone will produce a 13 xx in every round.

Don had the latest version of Simon Watts' f3x timer which we used exclusively.

This unit makes up part of the wireless timing system that Simon has developed to allow us do away with lights , horns and base A helpers to run distance.

The system halves the required number of helpers plus the hand held



unit doubles as a flight timer for all three tasks.

The unit sparked a lot of interest and we are very lucky to have Simon develop this equipment for us.

Massive Thanks

Massive thanks to our Team Manager Don who repaired everything and anything (I think he got bored with all the rain interruption) and also made the Aussie flag which was pretty cool.

Our helper Warren clocked up over 40km in walking whilst retrieving lines over the 3 comps and practice. I think he was pretty grateful for the tube of Voltaren.

We would also like to thank MAAA, AWA, LSF Australia and its members for their financial contribution , Luke Tester, Model Flight, Dave's Toys and Perth RC who all support Australian gliding teams and Simon Watts for his wonderful wireless timing equipment.

Some photos and videos can be seen at :

<http://www.rcgroups.com/forums/showthread.php?t=2289458&page=15>

<https://www.facebook.com/SoaringWA>

I look forward to the next F3B competition

Cheers,
Tim.