



## 1980 World Championships Czestochowa, Poland

### The F2B Report by Bill Draper (Reproduced from Aeromodeller October 1980)

Twenty six countries competed in F2B Aerobatics. Including once again teams from Eastern Europe with long standing traditions in aerobatics, such as Czechoslovakia, Hungary, Poland and Bulgaria, and for the first time a team from China. Missing compared with 1978 were flyers from Mexico, Egypt and Ireland.

The sports Stadium boasted a tarmac circle specially laid down for F2B This was outside the main stadium bowl, and could have been very turbulent under the wrong conditions. However the wind remained reasonable, and blowing from an open side throughout the contest, and therefore did not cause too much concern. Accommodation was several kilometres away at the Students' Hotel, and the organisers had laid on a regular quarter hour bus service between site and accommodation through the flying periods, which proved very successful.

The practice facilities provided were very limited, situated about 2 kilometres from the Students' Hotel, in the opposite direction from the contest site The site was not large enough for normal length lines in one direction. necessitating flying over rising steps on one side and rough scrub on the other! This required much running around at landing periods — just not good enough for a World Champs. Official practice was held on one day only. and flying was divided between the three circles at the Sports Stadium.

Due to the large entry, the first two rounds were spread over three days. The British Team — Bill Draper, Barry Robinson and Peter Coates. flew on the first day. All three had been experiencing overrun problems during practice, due no doubt to different weather conditions, and had been withdrawing fuel to obtain correct runs. Joseph Gabris flew early, in third spot, with a nervous flight for an ex World Champion. His model is a 16 year old Supermaster, which had been re-covered and looked very attractive, now HP40 powered.

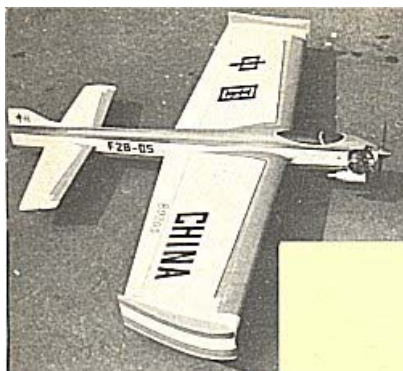


British Team: Barry Robinson, Peter Coates, assistant Paul Concannon and Bill Draper.

Mark Lavalette opened round one for France with his usual fast crisp flying style, and his score of 2,601 remained the first round leader for some time. Bill Draper, flying sixth, was first British entrant to fly, at the still early time of 0755 hrs! Atmospheric were obviously difficult to allow for, despite the carefully measured amount of fuel extracted, the flight was ruined by the motor dying in the first loop of the clover leaf. Bill continued the manoeuvre and the motor spluttered into life at the bottom of the first bunt, and continued half heartedly for the rest of the manoeuvre. However the high 'K' factor manoeuvre was ruined, and quickly followed by a hurried landing.

However we still had another life left Barry was the next Briton, about an hour later. Alarmed by Bill's earlier short run, he filled his tank, and had a clean flight, but obtaining his landing points with only one second to spare, notching up a few more points on Bill. Karma of Finland suffered an erratic flight, losing line tension due to wind turbulence This caused him to run back several paces, and although he recovered tension, the model flew into the branches of a tree adjacent to the circle, then fell to the ground, fortunately without serious damage!

First American to fly was Bill Werwege in sixteenth spot. His OS40 powered, 1575mm span model was flown big and smooth and went into the lead with 2,804 points.



Much interest was focused on the opening Chinese flyer, Wu Dazhong. His model, *pictured left*, featured wing tip fences with high lift aerofoil sections, heavily off set to increase line tension. Powered by a Chinese made 35, the model was flown slowly on long lines with the motor running very fast on a low pitch prop. Pull-outs were consistently very low. Even more surprising is the fact that he did not use a Control Line handle! The lines were simply attached to steel rings, *pictured right*, which were then slipped over the first and third fingers.



Flying mid afternoon, America's Les McDonald put in a useful score of 2.722 points for second place, using his 1976 model now K&B 40 powered. The motor is a front induction model, with a new liner and modified port timing, running fast on a 275 x 125 prop.

Boaz Trudler of Israel, who had been third place man in Europe in 1979. called off an attempt due to starting difficulties, thereby putting Britain's Peter Coates in a few minutes early. Peter suffered no mishaps with motor runs, although just a little slower than he would have liked for 2135 points.

Suemoto of Japan followed up with a score of 2,616, putting him 3rd behind Les McDonald, but Trudler could not find his previous form on his second attempt. Hara started with a clean flight and strong challenge for Japan, rising to second spot behind Werwege. So the first day ended with USA, Japan, USA, Japan in the top four positions, with reigning '78 World Champ Bob Hunt and Italy's Luciano Compostella among the top challengers yet to fly.

The British team, Barry Robinson. Bill Draper and Peter Coates were lying respectively 16, 19 and 29 after day one. The completion of the opening round changed the top order after Bob Hunt's mid morning flight went into top spot with 2,817, and Compostella flying very fast, was only 5 points behind Werwege. to hold third place.

Bob Hunt's new Genesis is some 90sq ins smaller than his earlier model but with a larger tail area, still OS40 powered with home built three blade prop. wing flaps are larger in area, and the flap hinge line is swept forward. The wing is reminiscent of Al Rabe influence. A small baffle fence is mounted on the outer wing leading edge some 50mm short of the outer wing tip - The theory is to drag the outer wing and increase line tension, particularly in high manoeuvres.

The second round started in the afternoon of Day 2, in the same flying order as round one, with Mark Lavalette's fast, sharp cornered style picking up a few more points for 2.673. Joseph Gabris could only improve slightly, still appearing a little nervous. Bill Draper had developed symptoms of some form of food poisoning with stomach pains, extreme weakness and dizziness, and was feeling very sick when his turn came to fly. Consequently, despite a healthy motor run this time, his score was slightly down on his first round score, but still a useful addition to the team score.

Barry had been complaining of poor line tension, and had put in some practice using lines 600mm shorter improving his score in the second round to 2.443. but still short of the Fly Off. Bill Werwege again climbed into first position with the highest score so far of 2,883.

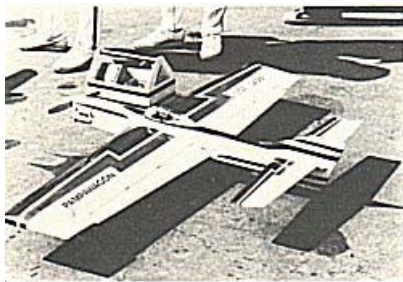
Fred Teller, the big Canadian, *pictured right*, had put in a useful 2,448 in round one with his Snowbird design and at 49oz it is 5oz lighter than his 1978 model. The HP40 had been re-worked, with the liner dropped to reduce the timing and the compression ratio adjusted accordingly. The motor is run rich, but with plenty of nitro, still providing a lot of power. However, in round two, dirt in the jet caused the motor to go lean and very fast in the inverted section. The rest of the flight was a very high speed affair, with a considerable overrun to add to Fred's despair.



China's Wu Dazhong with his unusual model and "handle", was getting the feel of the contest, adjusting his pull-out heights nearer to five feet and obtaining a useful 2,592 for the last flight of the day.

Scores were beginning to rise on the third day, as round two progressed, and Les McDonald's flight of 2,931 recorded the highest score yet of the contest. Boaz Trudler still could not get in on the act, tending to pull-out too high for really good scores. His model is Genesis style but with a Stiletto wing, and he had a clockwork timer fitted to guarantee the engine cut out. However, the judges ruled this out of order (all controls must be via the lines) and so the timer had to be wired off, leaving Boaz to the time honoured method of metering his fuel.

Peter Coates made a point of setting his engine run rather leaner than in his first flight, and put in a clean schedule for 2,465 points, the highest British score. A very heavy rainstorm in mid afternoon caught Andy Fakia of Canada by surprise. He struggled through the schedule barely able to see the plane above 45° elevation due to the force of the rain. A prompt application by the Canadian Team Manager obtained a sensible re-flight, but Andy was too wet and miserable to take full advantage of his second opportunity.



Wyn Paul was third official member of US team flying "Pampawagon". Bob Hunt flew as individual reigning champion.

Bob Hunt's schedule earned him 2,887 but he was still short of McDonald. Gerard Tayeb of France, Claus Maikis and Stephen Ratsch both of West Germany, and Compostella all increased their scores as the round came to a close. Stephen's new model is a very attractive 42dmsq job weighing in at 1.8kg whilst Claus was using his last year's model with the radial cowl.

The first Fly Off was opened on Thursday morning at 0705 hrs by Rossi of Italy. Top score of round one was 2,792 by Les McDonald with Compostella close behind on 2,782. Following a re-draw, Sbragia, also of Italy, opened the second Fly Off round still at only 1005 hrs. He was troubled by turbulence and had to abort the clover leaf, due to lost line tension. Mark Lavalette was unfortunate to have the elevator push rod break during his wingover, resulting in a high speed "vertical landing". The Olympus was a complete write-off, but his first round score was sufficient to earn him ninth place.

Wynn Paul, the third official member of the USA team, held a steady pattern during a windy patch, although had a nasty moment in the overhead eight due to loss of line tension. Compostella's second round was marginally less than his first and so the battle now seemed to be between the remaining three Americans. Werwage's score of 2,774 was short of McDonald but then in came Hara of Japan with a well controlled flight for 2,797. Les followed with 2,871, and all eyes were on the last man to fly — Bob Hunt, competing as individual Champion in addition to the three man USA Team.

With the OS running fast on the 125mm pitch prop, the flight was big and smooth for the highest score of the Fly-Off, 2,880 points, but not quite enough to offset Les's lead from the earlier rounds. So Les McDonald, the Champ in '76 is again World Champion in 1980, with fellow countryman Bob Hunt the '78 Champ in close second and Bill Werwage, himself a past Champion, in third position.

Highest placed European was Luciano Compostella in fourth place, whilst the Japanese and Chinese had made their presence well and truly felt in 2nd and 5th Team place respectively. The British Team achieved a creditable 6th place out of 26 countries. Some other interesting facts and figures: Wyn Paul's model Pampawagon, 1500mm span, weighed 1.7kg with ST 46 motor swinging a 300x 150 Zinger prop. Model has a 42dmsq foam Genesis wing (not the latest one), with nose moment of 250mm and flap hinge to elevator hinge of 400mm.



Everyone a Champion - Les McDonald, Bob Hunt, and Bill Werwage as replacement for Bob Geseike.



Karma's model, from Finland, was fitted with detachable wings which plugged into the fuselage sides, and bolted into position. Ostrowski of Poland was using a tandem undercarriage similar to the early Russian designs, and he also used an electric starter. In my view this should not have been permitted under the current rules, with time limits for starting and finishing. If starters were to be permitted, then timing should commence from a signal given by the pilot after his engine is running.

Noel Corney, *pictured left*, the sole Australian competitor, also used a single track main undercarriage with wingtip wheels. Due to the cost of transporting his plane home again, he gave his immaculate model away after the contest — less the engine and hardware!

The pull test was being applied in a vigorous manner. Most models were being pulled to the 20kg point, but the line tester would often pull his balance well past that point unless checked. After Bill Draper and Barry Robinson were almost pulled off their feet in the first round, the British Team had a member at the handle end during tests to observe, and prevent over-pulling. Not surprisingly, many sets of lines were broken.



Bill Werwage takes the strain of 20kg line pull test, which came under criticism for over-weight pulls by the administration.

## 1980 World F2B Championships - Czestochawa, Poland (Incomplete)

PLACE	COMPETITOR		QUALIFYING		FINAL		TOTAL
			ROUND 1	ROUND 2	ROUND 1	ROUND 2	
1	MC.DONALD, Les	USA	2722	2931	2792	2871	5802
2	HUNT, Bob	USA	2817	2887	2738	2880	5767
3	WERWAGE, Bill	USA	2804	2883	2750	2774	5657
4	COMPOSTELLA, Luciano	ITA	2799	2843	2782	2754	5625
5	KARA, T	JPN	2741	2791	2718	2797	5588
6	SUEMOTO, Y	JPN	2616	2833	2655	2724	5557
7	CECH, S	CZE	2346	2704	2437	2690	5394
8	XIANDONG, Zhang	CHN	2560	2737	2625	2551	5362
9	LAVALETTE, M	FRA	2601	2673	2647	78	5320
10	PAUL, Wyn	USA	2519	2720	2588	2578	5308
11	ROSSI, S	ITA	2530	2593	2564	2616	5209
12	YOSHIMURA, S	JPN	2541	2645	2462	2538	5183
13	CANI, I	CZE	2431	2595	2523	2557	5152
14	SBRAGIA, G	ITA	2565	2715	2414	2360	5129
15	NIU, Anlin	CHN	2436	2607	2406	2501	5108
16	WU, Dazhong	CHN	2247	2592			
17	ANDERSSON, O	SWE	2578	2337			
18	TAYEB, G	FRA	2399	2576			
19	GABRIS, G	CZE	2492	2506			
20	MARINOV, G	BUL	2493	2464			
21	COATES, P	UK	2135	2465			
22	TELLIER, F	CAN	2448	1982			
23	ROBINSON, Barry	UK	2376	2443			
24	OSTROWSKI, J	POL	2100	2442			
25	RODRIGUEZ, P	BRA	2166	2430			
26	MAIKIS, C	FRG	2241	2429			
27	ZAWADA, R	POL	2256	2426			
28	VELLAI, T	HUN	2154	2323			
29	POKORNY, H	AUT	2403	2301			
30	KONSTANTAKATOS, J	GRE	2196	2379			
31	LIDER, G	BEL	2374	2275			
32	MOROTZ, A	HUN	2248	2343			
33	ROZENBERG, E	ISR	2144	2341			
34	WEINNURM, G	HUN	2184	2337			
35	DRAPER, William	UK	2326	2317			
36	RATSCH, S	FRG	2307				
37	FAGNOULE, D	BEL	2305				
38	JANSSEN, E	HOL	2267				
39	DZIUBA, P	POL	2262				
40	TRUDLER, B	ISR	2262				
41	FERNANDEZ, J	CUB	2240				
42	KALEV, J	BUL	2235				
43	SEDLATCHEK, Y	SWI	2233				
44	LIBER, R	BEL	2214				
45	DE JONG, H	HOL	2197				
46	SALATHE, T	SWI	2196				
47	KEHNEN, U	FRG	2181				
48	JARVINEN, K	FIN	2163				
49	DIAZ, R	CUB	2159				
50	HENRIKSEN, S	DEN	2158				
51	DELGADO, B	CUB	2135				
52	DE MELLO, Affonso	BRA	2130				

53	NYSTROM, A	SWE	2097
54	WENCZEL, F	AUT	2082
55	BAETEN, R	HOL	2074
56	FAKIA, A	CAN	2068
57	MORTENSON, L	DEN	2056
58	ESKILSSON, A	SWE	2052
59	RABENHOJ, H	DEN	2049
60	LEMMINKAINEN, J	FIN	2047
61	PETROV, H	BUL	2012
62	KARMA, K	FIN	2007
63	HANSEMANN, A	AUT	1983
64	CORNEY, Noel	AUS	1901
65	LOGAN, W	CAN	1883
66	RODRIGUEZ, A	SPA	1642
67	CARRERAS, G	SPA	1602
68	SETTEM, S	NOR	939

### TEAM CLASSIFICATION

Calculated by Total of Team Member's Scores.

PLACE	NATION	PILOT 1	PILOT 2	PILOT 3	TOTAL
1	USA				16797
2	JAPAN				16331
3	ITALY				16131
4	CZECHOSLOVAKIA				15543
5	CHINA				15309
6	UNITED KINGDOM				14062
7	POLAND				13693
8	HUNGARY				13689
9	F R GERMANY				13508
10	BELGIUM				13342
11	SWEDEN				13078
12	CUBA				12776
13	BULGARIA				12653
14	FINLAND				11946
15	CANADA				11882
16	HOLLAND				11323
17	DENMARK				11044
18	AUSTRIA				10818
19	FRANCE				10295
20	ISRAEL				8977
21	SWITZERLAND				8533
22	BRAZIL				7254
23	SPAIN				6354
24	GREECE				4575
25	AUSTRALIA				3618
26	NORWAY				1520

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