



F3A FAI EUROPEAN CHAMPIONSHIP AASH - Grandrieu



Daily news – 25 July 2024 edition

Wednesday 24 July

Day four of the competition

A radical change compared with Tuesday, but the previous day's humidity has turned to fog. By the time it had dissipated, it was 9am when the flights could finally begin.

The was almost nil to very light, the wind turbines were out of action, the weather was fine, sunny with a few cumulus clouds in the sky.

Towards at the end of the afternoon, a light breeze sprang up and the cumulus clouds became much more prevalent, but nothing to worry about for our competitors.

The day's flying ended at around 7pm.



Benoît Diericks' plane takes off.



On the left, the anemometer, which will barely exceed 10m/s at the height of the day. Below, in mid-afternoon, a sky paved with cumulus clouds.



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At the end of the day

The four preliminary flights have now been completed, and the rankings have been used to determine the thirty pilots selected for the semi-final flights.

The table opposite show the top 30.

The relative difference between the first and the twentieth is always 10%. The top height finishers after the first two laps were the same, with the exception of Gernot Bruckmann who took second place from Sandro Matti.

Once again, in the rankings, you have to go all the way down to rank 52 to drop below 80% of the points of the leader.

Weather forecast for Friday

The weather forecast for Friday is not very good. Rain is forecast for most of the morning.

As a result, the organisers and the Jury have decided to use Thursday afternoon to launch the first round of semi-final flights.

Number	Name	Country	Preliminary flights	
			Score	Ranking
39	Lassi Nurila	FIN	3000.00	1
18	Gernot Bruckmann	AUT	2953.25	2
9	Sandro Matti	SUI	2928.73	3
4	Juan Rombaut Segarra	ESP	2870.42	4
30	Stéphane Carrier	FRA	2863.22	5
48	Antonin Paysant-le-Roux	FRA	2831.82	6
17	Christian Niklass	GER	2804.33	7
36	Andreas Cervi	ITA	2794.40	8
25	Marc Rubin	SUI	2768.32	9
46	Sebastiano Silvestri	SMR	2761.89	10
2	Derk Van der Vecht	NED	2758.28	11
37	Viken Malacioglu	BEL	2753.51	12
29	Alessandro Panzanini	ITA	2747.31	13
50	Reto Schumacher	SUI	2741.49	14
26	Mario Del Valle Villa	ESP	2730.67	15
24	Pierre Encognère	FRA	2722.15	16
15	Omer Ben Ami	ISR	2713.68	17
54	Ignace Pawlenko	BEL	2696.34	18
44	Danny Van Vliet	NED	2692.86	19
47	Werner Kohlberger	AUT	2685.53	20
21	Robert Foster	GER	2684.45	21
35	Malcom Balfour	GBR	2668.84	22
23	Luis Eduardo Ortega Gavilan	ESP	2668.12	23
58	Francesco Vavala	ITA	2665.01	24
22	Philipp Schürmann	SUI	2663.70	25
7	Thomas David	GBR	2653.53	26
51	Quentin Amati	FRA	2653.04	27
57	Alberto Cantu	GER	2641.62	28
43	Jan Votava	CZE	2638.07	29
53	Dominik Bellert	GER	2630.51	30

Mowing the runway

As the rain and heat are conducive to grass growth, it is necessary to mow the runway like a golf green.

So, it was that Jean-Marie, very respectful of the schedule and the instructions of the big boss, arrived with his mower at the scheduled time, determined to shave the grass.

But the flights aren't over yet.

Gérard (to the left of the mower) :
'Mille millions de mille sabords', as Captain Haddock says in the adventures of Tintin, the hero of Hergé's comic strips

Go on, go on, clear off !!!
you can see it's not over yet !!!

Jean-Marie :
Yes sir, aye sir, understood sir !
But sir, you told me to mow the lawn at 6.30 pm.

Gérard (defeated) :
But what is it with them all today ?

In the english version of Tintin 'Mille millions de mille sabords' is translated 'billions of blistering blue barnacles'.



Potato chore

Stéphane's military service ?

Hey no, the kitchen is well equipped but no automatic peeler.

A crazy atmosphere in the kitchen

The happy team of cooks

The work is intense but there are plenty of laughs to be had.
At the front, Stéphane, our potato peeler, surrounded by Michel, Thibaut and Babou.

But what has happened to Stéphane, he seems to have seriously shrunk !!!!





The LBA pays a visit to the championship

From left to right :
Roger Lebrun, Gérard Wérion, Hugo Verlinden and Bart Vercruysse.

Almost incognito (in 'stoemeling' as they say in Brussels, **Hugo Verlinden**, chairman of the LBA (Ligue Belge d'Aéromodélisme) and the VML (Vereniging voor Modelluchtvaartsport) came to soak up the atmosphere of the competition.

He was accompanied by **Bart Vercruysse**, a highly experienced aeromodeller and one of the first to fly a model weighing over two hundred kilos in the 1990s : a B29 with a nine meters wingspan and four 160 cm³ engines. This model is now on display in the Brussels Air Museum, which we invite you to visit.



Nautomatic system

In the nerve centre behind the judges, the computers process the information from the 'nautomatic' scoring system. Roland and Marie-Hélène operate the system, a rather thankless task as they can't see much apart from the judges' backs.

This is also where the pilots receive their score sheets.



Mimicry and synchronisation

Robert Forster at the controls of his plane, a Kunzit biplane.



My name is Snoopey

The Kunzit, an aircraft with a distinctive design among the models on the championship, much closer to a full-size aerobatic plane.

Snoopy is at the controls, ready to take-off.

But isn't that the rules? Doesn't the FAI sporting code specify that the pilot on the ground may not receive assistance during the flight?

