

## **2018 FAI F1D WORLD CHAMPIONSHIPS FOR INDOOR MODEL AIRCRAFT for seniors and juniors**

DATE: March 19-22, 2018 LOCATION: West Baden Springs Hotel, USA

ORGANIZING NAC: NAA – National Aeronautical Association, USA

EXECUTIVE ORGANIZERS: AMA – Academy of Model Aeronautics, Muncie, Indiana

### CONTEST EVENTS / NUMBER OF COMPETITORS/ NUMBER OF TEAMS

The FAI World Championships for Free Flight Indoor Model Aircraft 2018 – Class F1D for seniors and juniors (WChF1D 2018) was participated by senior teams from 14 countries from Europe, Asia, America and Australia (AUS, CAN, CRO, GBR, GER, FRA, HUN, JPN, NZL, POL, ROU, SUI, UKR, USA) and three junior teams (FRA, ROU and USA) and one individual junior competitor from UKR. There were 39 seniors and 10 juniors competing. Some countries (CRO, GER, HUN, NZL, POL and SUI) were represented by only 2 senior competitors.

### EVENT PERSONNEL

Managing Director: *Leo Pilachowski* (USA)

Contest Director: *Steve Brown* (USA).

Technical Director: *Ray Harlan* (USA)

FAI Jury: *Andras Ree* (HUN) as President, *Ian Kaynes* (GBR) and *Chuck Etherington* (USA).

### COMPLAINTS AND PROTESTS

There were no protests or complaints during this championship.

### COMMENTS ON THE EVENT

*GENERAL:* The WChF1D 2018 was organized at the same venue as of the 1980 F1D. The organizers succeeded to run the championship according to the FAI/CIAM standards with the support of a sponsor. Therefore, it deserves appreciation of all participants. Unfortunately the weather conditions were not good, and this strongly affected the flying conditions.

*PRE-CONTEST INFORMATION:* There were three pre-contest bulletins with all necessary information. A nice booklet was distributed at registration containing further information and a description of the activity of Jim Richmond for the 50<sup>th</sup> anniversary of his first win in Rome, 1968.

A few weeks before the event a dispute started on the internet regarding the usage of purchased VP hubs in respect of the BOM rule. Several pros and cons were put on the net and an uncertain situation was evaluated for the majority of the competitors entered and for the organizer as well. Finally, at the request of the managing director, the jury resolved the situation by publishing the following unanimously agreed declaration: "The jury agrees to continue the practice applied at several previous championships, i. e. not banning the usage of purchased VP hubs." This decision followed the used, but not yet stated practice, which is running since several years.

One briefing was held in the evening of the practice day. It was short and efficient.

*ACCOMMODATION, FOOD AND TRANSPORTATION:* Participants and main officials including the FAI jury were accommodated at West Baden Springs Hotel, around the contest venue. The hotel had been completely refurbished since 1980. Some of the competitors and timekeepers were at other places. Pocket lunches were provided by the organizers on site, and USD 200 was given to competitors and officials to have breakfast and dinner according their choice. Transportation was not needed thanks to the site and accommodation arrangement.

**CONTEST SITE:** The contest site was the atrium of the West Baden Springs Hotel, the site of the 1980 F1D world championship. The certified height of the atrium is 29.5 m, just below 30 m, the upper limit of ceiling category II. The atrium has round shape with 61 m diameter. The roof is metal-glass construction without insulation, therefore quickly reacts for outer weather condition changes. Half of the floor was designated for the championship. The other half was available for the hotel guests with furniture, plants and statues. These were obstacles for the competitors during steering. The air condition was switched off at the morning and was on again in late afternoon.

Seniors and juniors competed simultaneously without any problem. Time-keeper pairs were assigned to each team on daily basis. Time-keeping was without any problem or complaint.

**WEATHER:** The outer weather conditions strongly influenced the air in the atrium. The inside air temperature was 20-25°C with very low, 25-28 % humidity.

*Training day:* rather good conditions, flights without the need to steer as well, the atrium showed its potential (temperature 23-25°C, humidity 26-28 %, weak sunshine).

*WCh day 1:* bad conditions, cold rain at previous evening, cold cloudy, snow at late afternoon (20-21°C, 28-30%). Only 30 senior competitors made at least one flight trial, only 3 "lucky" was over 10 minutes, 18:10 was the best. All the juniors made one or two flights, 2 were over 10, the best was 11:47. There was no way to fly normally.

*WCh day 2:* during round 3 the conditions were the same as that of on the first day (22°C/25%). During the lunch break the sun started to shine which positively affected the conditions in the atrium for round four (23/24), during which nice moderate piano music was played through about two hours making a bit better mood within the participants.

*WCh day 3:* at the beginning of round 5 the site was not good again, but not as bad as a day before (22°C/23%), it was sunny and cold outside. Flights started only when one and a half hour expired. For the last round the site further stabilized (24°C/21%), but not for the level of the training day.

**MODEL PROCESSING AND RUBBER TESTING:** Model weight control was done in a plastic covered processing box, geometric gauges and rubber scale was available outside the box to check model dimensions and rubber weight.

**FLYING:** In general, the flying was strongly influenced by the weather conditions. When the roof was cooled down by rain and snow, it was nearly impossible to climb in the middle of the atrium. Flights happened close to the wall with lot of steering actions between the models in the preparation area.

**DATA PROCESSING:** Data processing was running on a computer located in the preparation area. It was equipped with a printer and a large monitor to follow the standings during the contest. This system was operated by skilled persons. All data were posted after each flight.

## CEREMONIES & PRIZES

The opening and closing ceremony, prize giving ceremony and closing banquet was held in the same conference hall of the hotel, all was moderate and friendly, including short speeches and happened according the requirements.

Three best individuals and three best teams received the FAI medals and diplomas in both senior and junior classifications. The best senior and World Champion for 2018 was *Brett Sanborn* (USA), after some previous podium places. The best senior team was the team *USA*. The best competitor in junior classification was *Vladyslav Klymenko* (UKR) and the best junior team was *France*. The following FAI perpetual trophies were awarded:

- Rushbrooke Trophy to the best senior competitor: *Brett Sanborn* (USA),
- Ernest Kopecky Trophy for the longest flight: *Brett Sanborn* (USA, 27:11),
- Langley Cup to the best senior team: *USA*.

It is worthy to note that in 2016 the winning Hungarian team has got the Langley Cup in rather bad condition. The small tables of the three previous winners (all USA) were just dropped in the cup, having no more room on the base, the trophy itself was dirty and oxidized, the two handles were broken and the joint to the base was repaired improperly. The trophy was fully refurbished, the bottom renewed, all table replaced with new ones in the same style with place for future winners. The refurbishing was organized and the hand work made by Dezso Orsovai, the well-known Hungarian competitor, who unfortunately couldn't participate in the world championship.

#### OTHERS

The flight recorded by *Brett Sanborn* (27:11) at the end of round four was a new world record in the indoor record class 125-c. The jury and the organizers prepared, signed and gave to the competitor the necessary documents for the record homologation. The preliminary claim was sent to the FAI office by the jury president on the next day.

It was the first championship where the new model marking rule was applied with no real problems.

There were concerns before the championship because of the early date, which was about a month before the date of the events here in the previous years. Unfortunately these became reality as it can be seen on the result lists.

Thanks to the organizers led by *Leo Pilachowski*, the AMA FAI coordinator *Colleen Pierce* and the sponsor *Bud Layne* for the work and efforts made for the F1D modeling community.

Andras REE (HUN)  
FAI Jury President

Ian KAYNES (GBR)  
Member

Chuck ETHERINGTON (USA)  
Member