



# REPORT BY THE FAI JURY ON THE 2018 FAI F3A European CHAMPIONSHIP FOR AEROBATIC MODEL AIRCRAFT

Grandrieu/Belgium, July 2018

## Overview

The 2018 F3A European Championship was organised and executed by AASH (Association d'Aeromodelisme du Sud Hainaut) under the auspices of the Association d'Aeromodelisme and the Aéro-Club Royal de Belgique, from July 21 to 28, 2018. The AASH flight site afforded a good flying opportunity for 62 competitors from 23 nations and two invited individual competitors from Korea and China.

## Pre-contest information

General and specific information was communicated to participants via three Bulletins. All aspects of the championship, lodging, travelling, costs, rules, and procedures were covered. Email contact made correspondence significantly convenient and fast, for organizers, officials, and participants. On the official website informations were published.

## Accommodation and catering

Competitors and supporters/helpers were accommodated mostly in France, within a driving distance of around 30 minutes to the flight site. Participants were offered a good choice of accommodation options. The accommodation in the various hotels was of a normal standard and at acceptable costs. Judges, officials, and staff members were accommodated in the Campanile Hotel in Maubeuge. During the nights it was very hot in the rooms because the offered air-condition didn't work. For Jury Judges and officials, lunch was offered at the flight site. Breakfast and dinner for Jury and Judges were at the hotel and of reasonable quality.

## Practice fields and competition site

There were several official practice sites available to competitors within reasonable driving distances. The practice sites were easy to find from maps and directions issued by the organizer.

The flight site and the manoeuvring area were checked by the FAI Jury. It was correctly marked and the grass runway was of good quality. Ready boxes and starting circles were available.

For judges and officials and preparation of competitors tents were provided by the organizer. Judging seats were a little bit uncomfortable.

## Model aircraft processing and official practice

Model aircraft processing took place in a tent. The equipment had been checked by the FAI Jury. The staff was well informed and run the processing smoothly. Official practice was done at the same time, and there were no weather delays. The sound measurement took place during official practice.

## Practice

There were official practice flights offered to each competitor before the preliminary rounds started.

## Organisation and execution

The championship was conducted in a friendly way. The contest director and his personnel were always kind and accommodating. Competitors were called in good time to occupy the ready boxes for their flights, and those using electric propulsion devices (majority) had their equipment tested for voltage prior to each flight. The published daily starting order ensured that all competitors were ready for their flights.

Frequency monitoring was not necessary all competitors used the 2,4GHz transmitting equipment, no transmitter impound was needed.

For timekeeping an open visible display was available. May be because of the high temperatures some problems occurred. So the time was taken with a normal stop watch in addition, too.

Score tabulation was done by Mr Roland Poidevin and his wife Marie Helene using the Notaumatic system, with raw scores appearing shortly after the conclusion of flights. Scores were published in paper and on a screen in the tent. Live scoring and changed normalization caused some confusion. The TBL statistical averaging system was used in the scoring software. The standard of flying was exceptionally high, with a diversity of model aircraft, equipment, and flying styles. Continuous random checking during the competition for conformation to the specifications took place, and the top three finalists had their model aircraft re-checked at the conclusion of the event.

A real problem was the publishing of ranking lists. The Jury mostly had to ask to receive a list for signing after having checked. Due to the fact that two invited individuals took part in the Championship different lists were printed and caused some confusion.

After the Semifinal the Jury checked the provided ranking list. It was OK. Then a new list to sign was printed out and signed. This list was wrong and had to be amended. Fortunately the first ten were the same.

### **Weather conditions**

Except the time of the opening ceremony it was sunny and mostly very hot during the days of competition and the flight conditions were mostly good. As the weather forecast for the last day was really bad, (thunderstorms and very strong wind) the reserve day was used in advance for Semifinal. This was communicated to all participants. So two final flights took place on Friday, the other two on Saturday. It was a good decision because on Saturday July 28 strong wind with nearly 10 m/s made flying really difficult and landing sometimes dangerous.

### **Communication**

The contest director was in communication with the flight line officials, and was mostly available at all times to answer queries from team managers, contestants, supporters, and officials. However, most of the organizers had problems with the English language and so communication had some difficulties. Wireless system in the airport building provided free internet access, which sometimes didn't work correctly.

### **Conduct of jury and judges**

No protests were lodged. The jury members were well versed in the Sporting Code requirements and complemented each other in their different fields of expertise and experience. The jury members were always on the field and available to questions and queries at all times.

Ten judges were used in the competition, with two groups of five judges each. Extensive judges' briefings, with visual aids, and several training flights were conducted prior to the start of the preliminary flights of the championship, and again prior to the semifinal. A post-competition judges' analysis will be generated. The results of the judges' analysis will be distributed to all judges, and recommendations may be made to the CIAM Bureau.

### **Award ceremonies, functions, closing banquet**

The opening ceremony was conducted in a big tent because of rain. The FAI anthem was played, and the FAI flag displayed prominently for the duration of the event.

The awards ceremony took place at the AASH flight site, FAI medals, diplomas and trophies were awarded to the winners. This was followed by a banquet in a hall at Sivry Rance with nice food and live music.

### **Conclusion**

It is the opinion of the FAI Jury the 2018 FAI F3A European Championship for Aerobatic Model Aircraft has been a successful event. Some smaller problems occurred but could be solved.

The organizers were really friendly and did their best to run a reasonable Continental Championship.

The FAI Jury:



Peter Uhlig  
(Germany, FAI Jury President)



Wolfgang Matt  
(Liechtenstein FAI Jury Member)



Pierre Pignot  
(France, FAI Jury Member)