



REPORT BY THE FAI JURY ON THE 2023FAI F3A WORLD CHAMPIONSHIP FOR AEROBATIC Model AIRCRAFT

Warwick/Australia August 2023.

Overview

The 2023 FAI F3A World Championship for Aerobatic Model Aircraft was organized and executed by the organizing committee of Australian Precision Aerobatics (APA) in conjunction with the Model Aeronautical Association of Australia (MAAA) from August 19 to 26, 2023. The event itself was held at Warwick Airport. The site is an operating airport that was closed for the duration of the event. Warwick Airport has a hard runway approximately 1.5 km long that runs roughly East to West. There were two parallel flight lines, both facing South with an approximate separation of 800m. They afforded an excellent flying opportunity for 57 competitors, which included 6 juniors and two title defenders, from 20 participating nations.

Pre-contest information.

General and specific information was communicated to participants via several bulletins. All aspects of the championship, lodging, travelling, costs, rules, and procedures were covered. E-mail and WhatsApp contact made correspondence significantly convenient and always fast, for organizers, officials, and participants. A special website with all information for the World Championship was available. <https://f3a.com.au/2023wch/>

Accommodation and catering

Competitors and supporters/helpers were accommodated in Warwick, all within normally easy driving distance of the flight site. Participants were offered a good choice of accommodation options. Judges, officials, and staff members were accommodated in the Horse and Jockey Hotel in Warwick. The accommodation in the various hotels was of an appropriate standard and at reasonable cost. For Jury Judges and officials, lunch was offered at the field delivered from Horse and Jockey Hotel. The meals for lunch could be found on the menu for dinner, too and were country specific. Breakfast for officials took place very early each morning at the hotel, with a typical Australian breakfast. On Sunday after the event breakfast wasn't available at the hotel for jury members and judges who were still in Warwick. So they needed to go to another restaurant for breakfast.

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 using the coordinates published in the Bulletins. The clubs handled the practicing pilots in a very nice way and offered help, if necessary.

Two flightlines were used for Preliminary and Semi-Final rounds. The two sites were adequately separated in distance, and were easily accessible. The asphalt runway was a little bit rough.

For Judges and score keeper's tents were available.

The manoeuvring areas on the two flight lines were marked as correctly as possible. Pole distances were closer because it was not possible to place them in the correct distance.

Spectators were not allowed to enter the preparation area but could watch the flights from short distance.

Judging seats were a little bit uncomfortable. Information were published by WhatsApp and on the website.

Ready boxes, were made on both sites. Starting circles were painted on the runway as written in the Sporting Code.

Model aircraft processing and official practice

Model aircraft processing took place in hangar. It was correctly conducted by the staff and equipment was of excellent quality. Official practice was done on Saturday, and there were no weather delays.

Practice

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

Organisation and execution

The championship was conducted in a very friendly way. The contest director Brian Dooley and his personnel were always kind and accommodating. Competitors were called in good time to occupy the ready boxes and for their flights, and those using electric propulsion devices (54) had their equipment tested for voltage prior to each flight. The published daily starting order ensured that all competitors were ready for their flights.

Line directing, timekeeping was done efficiently. Score tabulation was expertly 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 on the website. Live scoring was available for line 1. Paper score sheets were provided to team managers. 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 ten finalists had their model aircraft re-checked during last final round. No model was crashed.

Weather conditions

During the whole competition the weather conditions were good. Some gusty wind occurred sometimes in the morning. During the day only light wind was present. Temperatures mostly exceeded 20 degrees in the afternoon.

Communication

The contest director was in communication with the flight line officials and was available at all times to answer queries from team managers, contestants, supporters, and officials. WiFi was not available to the participants and officials at the flightlines. The championship website was updated with results during the rounds.

Conduct of jury and judges

No protest was lodged. The FAI 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, five on flightline 1, five on flightline 2. 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 at the airfield. The FAI anthem was played, and the FAI flag displayed prominently for the duration of the event. It was very short (15 minutes) and many people had the feeling that this very short ceremony did not match to the importance of the event. In the evening a cocktail party was held in the RSL Club restaurant in Warwick.

The awards ceremony took place at the airfield, too. FAI medals, diplomas and trophies were awarded to the winners. This was followed by a banquet in the same restaurant as mentioned above with excellent food.

Conclusion

It is the opinion of the FAI Jury that the 2023 FAI/F3A R/C Aerobatic World Championship was well organized, and professionally executed. The APA and all its personnel who were involved are to be congratulated for a superb event.

The FAI Jury:



Peter UHLIG
(Germany, FAI Jury President)



Ken HIROSE
(Japan)



Michael HOBSON
(Australia)