

Jury report

of the 2017 FAI F3D World Championship for Pylon Racing Model Aircraft

at Dala-Järna airport Sweden

July 24 – 30 2017

Contest information

Two bulletins were sent out and displayed on the championship website containing all necessary information in good time before the competition.

One team manager meeting was held on the site on the arrival day with all team managers and the FAI Jury present. At this meeting it was said that a briefing would be held the following morning for all pilots and team managers to see the contest management system including timing and lap counting.

No further team manager meetings were held or demanded by either the FAI Jury or the team managers.

Entry

The final entry was 45 competitors including 4 juniors. One entry was not signed by the NAC involved. This was returned to the NAC for proper signing and it came back within a few days. Notable was that one team manager and one pilot was deleted from that entry.

Sporting licence

The organizer did control all team managers, pilots and callers with the FAI database prior to the competition. Everyone was listed in the database. On the processing day all Sporting Licences were collected by the organizer to see that they were properly signed. Those that could not show their physical licence had to sign a document where they *"acknowledges that he knows and understands the FAI Sporting Code and commits himself to abide by it"*.

Accommodation and food

There was plenty of space at the airfield for camping for both tents and caravans. And within 10 km there were several opportunities for hotels and camping.

There were three mobile restaurants at the airfield that could sell everything from snacks to hot meals throughout the days.

On the arrival day the organizer had a barbeque for all competitors and officials, free for all.

The banquet on the last day was very good with a variety of hot dishes to choose from and equally good was the desserts.

Flying site

The Dala-Järna airport has a 900 m long tarmac runway but this could not be used for takeoffs. The safetyline of 90 m prohibited this as there was a small ridge closer to the runway. Therefore all takeoffs had to be done from the grass on the far side of the runway.

A very large tent with tables and benches was provided to give place for servicing the model aircraft. This tent also housed the banquet at the end of the competition.

The club house was at the disposal of the organizer to make administration easier.

Training

The airport was open for training a full week before the official opening of the competition. Several teams took advantage of this get accustomed to the site and the weather conditions.

Competition

The processing was done in a small hangar by the club house. The teams had a time schedule for this and there were few delays. The area of the lifting surfaces as well as the cross section area were measured using templates and photos of each model. These were then transferred to CAD program to carefully measure the areas. At least one wing area was too small and was increased in size. Several models were modified the day before processing to increase the cross section area. It was evident that the competitors knew that their models were undersize. All silencers were checked for "insertion loss" of the secondary silencer. All passed this test.

The competitors were very satisfied with the thoroughness of the processing!

The racing was planned to have 14 rounds with six rounds the first day, six rounds the second day and two rounds on the third day due to a rainy forecast for the third day. Eventually it transpired to six, 5 and three rounds. All engine running and flying had to take place between 9 AM till 6 PM due to noise restrictions.

All rounds were completed quickly and efficiently. The time between successive heats were generally under 5 minutes.

No new world records were set during the competition.

The individual winner was Jiri Novotny with caller Frantisek Hovorka, Czech republic. Second is Stefan Raeven with caller Winibald Croux, Belgium and third place to Thomas Eriksson with caller Joakim Arnesson, Sweden.

The junior title went to Daniel Arapakis with his dad Andrew Arapakis, Australia, as caller. Second is Bram Lentjes with caller Wim Lentjes, Belgium, and Johannes Reutnberg with caller Glenn Reutenberg, Sweden.

National team placings were Australia first, USA second and Italy third.

Results

At the contest site there was a continuously updated result site on a local WIFI net. The results were also shown on a TV screen for those that had not linked into the website with their smart phones. On the Internet the results were not published until the end of the second day.

Protests

There were two protests for the whole competition. Both were rejected by the FAI Jury.

Jury

The composition of the jury was:

Bengt-Olof Samuelsson, Sweden, president of the jury

Marcus Griggs, Great Britain, member

Peter Keim, the Netherlands, member.

Ceremonies

The opening ceremony was held in the morning of the processing day at the contest site. Speeches were held by the contest director, the local mayor Stina Munters and officially opened by the jury president. A very nice air display was performed by the local twice aerobatic gliding world champion Johan Gustafsson.

The award ceremony was according to the FAI guidelines and we had the pleasure to have Stina Munters awarding the trophies to the winners. The two perpetual trophies were also presented to the senior and junior winner.

In my speech at the closing ceremony I commended the organizer on the thorough processing and the efficient running of the completion as well as I thanked all for the fair attitude throughout the competition.

The FAI flag was presented to the representative from Australia, who is the organizer of the next F3D World Championship in 2019.

Others

On the fourth day of the competition, the now traditional Superfinal was held with the twelve fastest competitors. Two semifinals followed by the final was flown. Winner was Randy Bridge, USA, second was Robbert v.d. Bosch, NED, and third Thomas Eriksson SWE.

Two air displays were given on the final day. One by Anders Ohlsson with Yak -52 and a very spectacular "Twilight Show" at 10 PM with Johan Gustafsson. In this show he had fitted his glider with LED lights on the fuselage and wing and during his aerobatic performance sent out flares and fireworks!

Trophies

Two FAI trophies were presented and they were in good condition.

Conclusions

The 2017 FAI F3D World Championship for Pylon Racing Model Aircraft was a very successful event. The organizer set new standards for processing and running of the competition.

Many thanks to the hard working organizer with its staff of officials.

On behalf of the FAI Jury

A handwritten signature in black ink, reading "Bengt-Olof Samuelsson". The signature is written in a cursive style with a large, stylized initial 'B'.

Bengt-Olof Samuelsson

President