



## Report RC Pylon Subcommittee 2017.

In 2017 the RC pylon subcommittee consisted of 14 members plus 3 additional experts in the F3T approvals committee.

Discussions between members of the subcommittee took place via e-mail and at the World Championships 2017.

This World Championship took place in Dala-Jarna, Sweden.

It was a very well organized, and the racing was run in an incredible efficient and quick way.

The overall performances were at a very high level and the results were closer than ever before.

The new world champion is Jiri Novotny from Czech Republic, second Stefan Raeven from Belgium and third Thomas Eriksson from Sweden.

The team prize was won by the team of Australia, the organizing country of the next WC.

The average speed of the first 5 competitors at the WC increased slightly (just under 3 km/h) from the 2015 championship. It may be concluded that speeds are developing very slowly, appr. 5,5 km/h over the last 8 years. Technical proposals to reduce speeds may be discussed in the next period in the RC Pylon Racing Sub Committee.

It can be seen however that more and more competitors are getting closer in race times to the winners; there was a lot of very close racing at this WC

During the world championship the world record was not broken. However, many times were made close to the current world record, held by the defending 2015 World Champion Randy Bridge (USA) at 55.28 seconds.

The super-finals between the 12 pilots with the fastest race times in the WC, held outside the WC competition, was won by Randy Bridge.

More detailed information of this championship can be found in the FAI jury report.

Before and during the championship there have been several contacts between the contest director and the sub-committee chairman to discuss organizational and technical matters. The organization has done all what is possible to meet the FAI/CIAM requirements for a World Championship, including current safety requirements.

The model processing was carried out in a most efficient and thorough way, setting standards for check of wing areas and fuselage cross sectional areas.

The Contest Director held TM meetings, almost every day, which proved to be effective to solve (potential) problems. There were no major issues here or issues that need solutions for future championships.

This World Championship gave no urgent problems that make rules changes necessary on short notice.

Only one Euro cup competitions was held in Olomouc (CZ), which had 53 competitors. The Euro cup was won by Carlo Perella from Italy. The final race was won by Jiri Novotny (CZE)  
Other EC race organizers had problems to organize their races, in 2018 it is foreseen to have 4 races again.

The use of mufflers is solved now in F3D. There are no more products for exhaust systems on the market without integrated mufflers. Also at this world championship the processing of the mufflers, using the electroacoustic testing device, proved to be quick and without problems. The easy way of checking makes it possible for many competitors to develop their own systems  
Many were tested at processing day at the F3D world championship, most of them fulfilled the acoustic requirement with a high margin.

The ongoing (not fully systematical) analysis of ground impact positions at the WC and other competitions due to crashes and mid-air collisions confirmed earlier findings; no crashes in the safety- and pilot-areas.

There seems to be a tendency that the number of crashes and mid-air collisions at world championships is getting less every year, probably due to developments in model construction, equipment and pilot skills.

From these data there is no reason to modify the safety areas in the rules. This is as well for the pilots area as for the pits and judges positions and also for the spectators areas.

The F3T approvals committee, chaired by Barrie Lever (GBR) had 2 new models under study in 2017. Both were approved to be used in this class.

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