

**CIAM FAI**  
**Report of the RC Soaring Subcommittee Activities**  
**from April to November 2017**

The RC Soaring Subcommittee has fifteen members. All matters were discussed by e-mail. At the 2017 FAI F3K World Championships and at the 2017 FAI F3B World Championship, Technical Meetings were held attended by interested participants. (see the Appendix).

**F3K**

The 2017 FAI F3K World Championships for Hand Launch Gliders (seniors and juniors) were held at Lviv (UKR). The venue was in the western part of the country near the Polish border, far from the place Ukrainian – Russian conflict, so the safety of all participants wasn't threatened. The organisation of the Championships was well supported by the municipality and the Championships were successfully run. Because of misunderstanding within the Russian Aeroclub and Russian Aeromodelling Federation, the participating Russian pilots had to be deleted from the final Championship Results.

**F3B**

The 2017 FAI F3B World Championship for Model Gliders was organised at the airfield Jeseník-Mikulovice (CZE). The Technical Meeting held at this WCh was focused on keeping the high standard of this class and the number of competitors and competitions worldwide. A very interesting information was presented by Jan Stonavsky who spoke about the development of an automatic system for signaling the base crossing at Distance and Speed tasks.

**F3J**

The 2017 FAI F3J European Championships was held at Martin (SVK) and was a successful event.

The problem of very small differences in the flight results of best pilots still continues and a solution for reducing the influence of timekeeper's ability on the final results wasn't found yet.

**F3F**

The F3F European Championship was not held in 2017.

**World Cups**

World Cup series of competitions were organised in all four RC soaring classes. The World Cup Coordinators were: Ralf Decker (GER) for F3B, Erik Schufman (GER) for F3F, Sotir Lazarkov (BUL) for F3J and Friedmar Richter (GER) for F3K.

In the F3B class, there were 10 competitions, in the F3F class 17 competitions (one of them canceled), in the F3J class 9 competitions and in the F3K class 19 competitions.

27<sup>th</sup> November 2017

Tomas Bartovsky  
RC Soaring Subcommittee Chairman

# Minutes of the Technical Meeting

held at the F3K WCh 2017, Lviv Ukraine on 27th July

At the Technical Meeting, the items sent by Erik Dahl Christensen were discussed. To get a view of the preferences the voting was done. Each item was at first discussed and then voted.

About the counting of the preliminary scores to the fly-off 18 people voted in favor of the present ruling, 9 were in favor of the option a), no one for option b) and 2 for option c).

It was a unanimous agreement that one score should be dropped at preliminary rounds and no drop at fly-off.

Concerning the flight testing time, it was a unanimous opinion that the test flying time should be separated by 1 minute from the working time. About the length of the test flying time, the opinions were split. For some people 1 minute is too short, therefore the present minimum length should be kept.

The voting about the measuring of time was split a) to b) 15/15.

Everybody asks for harder tasks. The overall opinion was that lengthening the working time could not help much. If voting about 15 minutes working time in preliminary tasks nobody was in favor. 18 people would consider 15 minutes acceptable for fly-off rounds. At the discussion, there was proposed a task with 1 flight in 10 minutes working time.

During the discussion about the number of models, none of the pilots agreed with lowering the limit of the allowed number of models.

27 July 2017

Recorded by Tomas Bartovsky, checked by Sydney Lenssen.

# Minutes of the Technical Meeting

held at the F3B WCh 2017, Jeseník-Mikulovice on 10th August

28 people took part.

Ralf Decker (GER) introduced results of his tests with electrically-powered model gliders in F3B. His aim is to get more people flying this class. The possibility to fly with electrically-powered model gliders should be an alternative, not a replacement of winches.

Andreas Herrig (GER) proposed the use of Lithium batteries for winches.

Martin Weberschock (GER) stated that the electro-powered model gliders may be a beginners class but our aim must be increasing the number of young people in the F3B class.

Tim Kullack expressed his concern about the side effect of offering two possibilities (winches and electrically-powered model gliders) residing in the lower interest of pilots.

Joakim Stahl informed that in Sweden they organise some competitions consisting of tasks Duration and Speed only, to lower the number of demanded helpers.

Martin Weberschock (GER) pleaded for introducing a lower wing loading limit to decrease the price of F3B model gliders.

French pilots pled for cheaper winches. It should be allowed only one winch with a standard motor for each competitor.

Tomas Schorb (SUI) recommended requiring from each pilot to bring one helper in order to decrease the burden set on the organiser.

At the end of the meeting, Jan Stonavsky (CZE) informed about his cooperation with the Jeti Company on an automatic measuring system which would reduce the number of judges required for sighting devices.

10<sup>th</sup> August 2017

Recorded by Tomas Bartovsky