



REPORT BY THE FAI JURY ON THE 2017 FAI F3A WORLD CHAMPIONSHIP FOR AEROBATIC MODEL AIRCRAFT

Villa Gesell/Argentina, November 2017

Overview

The 2017 F3A World Championship was organised and executed by FAA (Federación Argentina de Aeromodelismo) under the auspices of the ANAC (Administración Nacional de Aviación Civil), and the CADEA (Confederación Argentina de Entidades Aero deportivas) from November 4 to 11, 2017. The Villa Gesell Airport afforded an excellent flying opportunity for 63 competitors from 26 nations. Because of the long distance from Europe the number of competitors was smaller than at the 2015 World Championship in Switzerland.

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. E-mail contact made correspondence significantly convenient and mostly fast, for organizers, officials, and participants. Sometimes informations from the official website needed long time. A competitors list wasn't published before the competition, may be because of some very late entries. Also, a processing order couldn't be found in neither in Bulletin 3 nor on the website before the competition.

Accommodation and catering

Competitors and supporters/helpers were accommodated near the Villa Gesell Airport, 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 modern Cumelo Hotel and Resort in the village of Carilo. The accommodation in the various hotels was of a high standard and at reasonable cost. For Jury Judges and officials, excellent lunch was offered at the Villa Gesell Airport Building. Dinner for Jury and Judges was at the hotel and of very good 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. Two flight areas were arranged on the more than 1 kilometre Villa Gesell Airport runway. The two sites were adequately separated in distance, and were easily accessible by vehicles. Due to the rain on several days the flight line areas were really wet, the organizers did their best to get dry conditions within the judges' tent. The manoeuvring areas on the two flight lines were marked as correctly as possible because of water after big rain before and during the championship. Unfortunately, the organiser didn't provide any protective area for competitors and models at each site. Spectators were not allowed to enter the preparation area and could watch the flights from distance. Judging seats were a little bit uncomfortable. Informations were published in the Airport. Ready boxes, and starting circles were made on all two sites.

Model aircraft processing and official practice

Model aircraft processing took place in a tent near the airport building. After some help and some instructions by the FAI Jury procedures were correctly conducted and equipment was of responsible quality. Official practice was done at the same time, and there were no weather delays. The sound measurement took place during official practice. The really strong wind may have influenced the correct measurement.

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. On second day, the competition had to be interrupted because of strong rain and deep hanging clouds. On last day of preliminaries flights, the weather conditions got worse. Some models were not visible sometimes and one model was lost. So, the organizer decided to stop flying and use the reserve day for reflights and missing flights. Frequency monitoring was not necessary all competitors used the 2,4GHz transmitting equipment, no transmitter impound was needed.

Line directing, timekeeping and sound measuring was done efficiently. Score tabulation was expertly done by Mr Roland Poidevin using the Notaumatic system, with raw scores appearing shortly after the conclusion of flights. Scores were published by a WiFi access point. All possibilities of the Notaumatic System for live scoring

were not used. 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.

Weather conditions

During the whole competition, the weather conditions were really bad. A strong wind was present all over the day. Also rain and deep hanging clouds caused some reflights because models disappeared in the clouds. On the last day of preliminary flying had to be stopped because of safety. One model was crashed. On semi-finals and finals day, flying was really difficult because of the very strong wind up to 12 m/s. Gusts up to more than 12m/s could be measured. The 12 m/s rule which is written in the sporting Code should be amended and specified for safety reasons. This might be done also in the F3 Aerobatic Volume.

Communication

The contest director and his deputy were in communication with the flight line officials, and were mostly available at all times to answer queries from team managers, contestants, supporters, and officials. However, nearly all officials 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. The championship website was updated with results after finish of the rounds.

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, on two flight lines. 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 near the airport building. The FAI anthem was played, and the FAI flag displayed prominently for the duration of the event.

The awards ceremony took place at the same place, FAI medals and diplomas were awarded to the winners. This was followed by a banquet at the Cumelo Hotel and Resort with nice food and a Tango demonstration.

Conclusion

It is the opinion of the FAI Jury the 2017 FAI F3A World Championship for Aerobatic Model Aircraft has been a successful event despite bad weather conditions.

The organizers were really friendly but had some difficulties to run the event as used from other F3A World and Continental Championships. Maybe because of the short time they had to prepare and also because of the really bad weather conditions and problems with English language. In those conditions, some organizer tasks have been done by the FAI Jury such as all flight order draws.

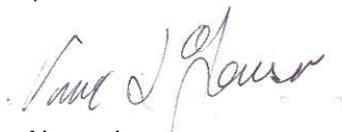
The FAI Jury:



Peter Uhlig
(Germany, FAI Jury President)



Bruno Delor
(France, 1st CIAM Vice President)



Narve Jensen
(Norway, 2nd CIAM Vice President)