Jury report

F3D World Championship Ballenstedt/Germany July 20th to 27th, 2009

The 2009 F3D World Championship was organized by the German Aero Club DAeC. The event attracted 55 pilots from 22 nations, including the World Champion of 2007. 16 full teams, each of three pilots, attended the event; six teams came with one pilot. This is the best participation in any F3D WC up to now.

SITE & WEATHER

The event took place on a huge full size airfield in the Eastern part of Germany. A new tarmac runway of 900 meters length allowed performing take-offs and landings very smoothly. There was plenty of space for the contest course plus an additional training course. Beside the tarred track a 200 meter long and 40 meter wide specially prepared lawn served as an alternative landing field. The safety line had a distance of 120 meters to the courses. Established in a big angle, a row of tents provided sheltered room for each team; every tent was accessible by car from the backside. Half of a sailplane hangar was used for meetings, processing and canteen. The airfield provided a campsite for Mobil homes and tents, showers & toilets plus a café. Most teams stayed in hotels in the vicinity, which offered very good standard for reasonable prices.

The weather was mixed, with heavy rain showers and strong winds, but with nice days as well. Neither the races nor one of the open air events (opening, barbecue and flower ceremony at the end) were to suffer. The Contest Director Hans-Joachim Schaller ordered just a few pauses avoiding bad flying conditions during showers.

FREQUENCIES & MODEL PROCESSING

The entries revealed that just a few pilots were still using 35 or 40 MHz frequencies, without any danger of interfering channels. Most pilots used 2.4 GHz radios. In compliance with a Jury decision, the Contest Director decided to leave out any transmitter impound (despite of the demand of SC4 ABR B.11.2.), gaining the Team Manager's applause. As a matter of fact, no interference occurred.

Technical Director was Rob Metkemeijer (NED); he was accompanied by experts from the Netherlands. In cooperation with the German organisation team, the combined knowledge of pylon racing supported the event almost flawlessly. Processing was executed very carefully in parallel with the registration, but in reverse order of the national teams. Later on it had been detected, that the electronic balance demanded a model weight a few grams higher than necessary, and all competitors were asked to check their model weights again. 20 per cent of all models were random checked, the five winning models as well.

DATA PROCESSING & RACING ORGANISATION

A computer-based electronic system with multiple displays was successfully run by Michal Dolejs (CZE) in its latest state of development, with the support of Tomas Bartovsky who helped installing it. Despite of initial flaws and score-screens for the public coming late into play, the system allowed organizing the races efficiently. It combined three one-minute-clocks for the start and instant printed results given as information to the pilots. 2.4 GHz radios transmitted the data, crossing the huge airfield.

The three colours green, red and yellow were no longer associated with the starting positions, which rotated as usual. They identified instead models and teams within the flying matrix, matching with green, red and yellow stickers on the airplanes and the signal lights informing about cuts. In accordance with the rotating starting positions the one-minute-clocks changed their colours every round. Thus systems were an important condition to succeed in completing 13 rounds (more than 280 heats) within four days. On average, one heat took 6 minutes, despite of the distances.

OPENING AND CLOSING CEREMONY

An opening ceremony took place on the airfield, with all national flags flying on high poles. Every team was introduced by the Event Director, and the national anthems were played. After the races, on the same spot a "flower ceremony" took place with flowers presented to the individual winners and to the winning teams, making possible the traditional splashing of champagne over each other. The final closing was celebrated during the banquet in a hall of adequate size, in a few kilometres distance from the airfield. Medals, diplomas and trophies were awarded, followed by roundtables with the winners, who expressed their ideas about the sport and their great satisfaction with the championship just finished.

MEETINGS

A first Team Managers took place July 21st at the very beginning of the event. Beside items already mentioned two F3D rules had been explained, as agreed by the FAI Jury and the Contest Director:

Paragraph 5.2.17 (o) + (q) "persistent low flying" is defined as "flying below pylon height at 3 consecutive pylons. To be judged by the timekeeper and pylon No.1 judge for the model. Penalty must be confirmed by both parties."

Paragraph 5.5.17 (u) "Completion of 10 laps" - exception: "If a pilot may fly longer after the end of the race for a short time, the reason for this must be announced to the starter before the race starts. Only 2 straight runs will be accepted."

Beside of other rather short Team Managers meetings S/C chairman Rob Metkemeijer hold a Subcommittee meeting and an information meeting open for all TM, pilots, callers and supporters. He informed about the noise rules effective 2010, the exhaust technology and the measuring methods.

PROTESTS

There was one protest, lodged by the American and the Australian team against a re-fly of Heat 16 Round 8 in "heavy rain", as they claimed. The re-fly has been caused by a system failure, and the teams demanded another re-fly in better conditions. In order to gain a survey, the FAI Jury invited a statement from the start line official. He declared that the conditions prevailing during the re-fly had neither been unsafe nor unfair nor suffered under heavy rain. After due consideration by the Jury the protest was denied.

MEDIA COVERAGE & ANNOUNCEMENTS

Modelflying magazines, newspapers and local radio stations informed in advance about the event, and a steady stream of visitors watched the races – from the distance. At least during the fuelling procedure the public came close to pilots and models. Announcements to the public during the first racing day via the loudspeaker system proved to be disturbing for the pilots and had been given up. One TV-Team asked for entering the safety circle in order to take close-up pictures of the pilots during the races, but the Starter refused it for safety reasons.

CONCLUSION

Thanks to good preparations and a very good conduct of the competition the German (and partly the Dutch) Aero Club and their volunteers accomplished an exceptional World Championship. CIAM owes to thank for a great event.

Gerhard Wöbbeking (GER), Jury President
Marcus Griggs (GBR)
Ivan Cappuyns (BEL)

October 13th, 2009