

## **Report by the FAI Jury**

**on the**

### **15th FAI European Championship for Aerobatic Power Model Aircraft 2010, Class F3A**

#### **General**

This most successful and enjoyable Continental Championship was organised and executed by the Austrian Aeroclub from August 26th to September 04th, 2010. The ideal facilities of the civil airfield at Kapfenberg offered excellent flying conditions for the 68 competitors from 25 nations. Several new teams were present this year and an increased number of juniors was registered.

#### **Information**

All necessary and helpful information was communicated to teams through several bulletins. All aspects of the championship, lodging, travel cost, rules, local rules, and procedures were covered. Score sheets were processed without delay and made public in a prominent spot with easy access. Each one competitor's score sheet could be print-copied right on the spot as an extra courtesy. Team manager meetings were held prior to the preliminary rounds and the semi-finals. Prior to the finals a meeting together with finalists, team managers and judges was performed as well.

#### **Accommodation**

Teams were accommodated in hotels close to the competition site. Judges, officials and staff were booked in a separate hotel of high standard and daily transportation to and from the competition site was provided by the organiser. Deeply appreciated was the availability of breakfast from 05:30 a.m. Lunch and dinner of good standard were served directly on the field by a professional catering provider.

#### **Practice**

There were three practice fields available to the teams throughout the duration of the championship and within close driving distance. Prior to the preliminaries each team was granted a reasonable time slot to offer a sufficient practice opportunity to the competitors at the competition site.

#### **Competition Site**

There was one flightline, well prepared with a smooth grass runway and all the necessary layout limitations marked in well visible lines. However, the vegetation below the manoeuvring zone didn't allow to place the center, left and right hand markers in the desired 150m distance from the competitors stand, but were posted closer. This situation and supplementary landmarks to determine the borders of the manoeuvring area were explained thoroughly to the judges and team managers on spot well before the beginning of the competition.

#### **Model Aircraft Processing**

All instruments and procedures were examined by the Jury in advance, while no corrections appeared to be necessary. Checks were also performed according to the local rules, which proved to have been opposed as quite justified. Altogether, the processing was performed professionally and only minor adjustments had to be made to a few numbers of the equipment.

Sound tests were performed with every flight. Only in two cases a re-check was necessary, but both cases passed finally.

General model aircraft examinations were performed by lucky draw right after every flight, resulting in appx. 20% of the entries being re-checked, though without any infringements noted.

#### **Organisation and Execution**

The entire championship was conducted in a very professional way with excellent preparation of all the various processes involved. On top, the atmosphere was very friendly and relaxed, though the cold weather and heavy rainfalls during some of the days required extra efforts and concentration from everybody on site.

The flight line was organised extremely well and all competitors were called through loudspeakers well in time to prepare and enter the ready box. In the case of a flight time out a chime signalled the cease of scoring to judges as well as to the competitor.

In some of the mornings low clouds caused a delay or some interruption of the flights. Nevertheless the starting schedule was maintained even through the times of rain, so one full round was flown on each day of the preliminaries, as it was kept to the flight plans on the following days of the semi-finals and finals. Consequently the reserve day stayed free for judges' briefing and teams to prepare at the training sites.

Each judge was placed in a small tent-like shelter, which protected him and the scribe from wind, rain, and all disturbances from the activities at the flight line.

There was no transmitter impound, since only two competitors didn't use spectrum spread R/C equipment. The FM-frequencies were different from each other, so no interference could and did occur, as there were no fatalities at all during the entire event.

The scores and results were processed by the CIAM-approved GNAMI-Software including the TBL statistical average system and detailed assessment of judges evaluations for each round. Although in use since a number of years, the outcome of scores after a TBL run still seems as kind of magic to some of the teams and competitors, creating a latent uncertainty about the correctness and integrity of a result. The Subcommittee will put efforts into the matter in order to better explain the functions of the TBL and to dissolve skepticism.

The standard of flying skills was remarkably high, though the lower ranking competitors performed much poorer than the average. A number of bi-planes and semi-biplanes competed with monoplanes, as did internal combustion motors with electric motors of an increasing variety of different designs, such as outrunners, inrunners, and counter-rotating/double propeller systems.

### **Public Relation**

The event was announced in local newspapers and on several days Austrian TV reporters took footage of the activities on site as well as performed interviews with a number of officials and team members. The event's website ([www.f3a-ec.eu](http://www.f3a-ec.eu)) was updated currently and scores, results, and picture galleries published right away.

### **Conduct of Jury and Judges**

No protests were filed, a proof of the thoroughly professional preparation and organisation of the event. However, a few minor complaints were addressed to the Jury, which could be explained and settled satisfyingly right on spot though.

All three Jury members were present and available on site throughout the competition.

Two panels of five judges each were appointed, Panel 1 on duty in the mornings of day 1, day 2, and day 5, as well as in the afternoons of day 3, and day 4. Panel 2 was assigned in the afternoons of day 1, day 2, and day 5, as well as in the mornings of day 3, and day 4. On day 6 all ten judges scored the four rounds of the finals. A reserve judge was available, but never was requested.

Extensive judges' briefing and training was performed theoretically in a prepared conference room, and practically with several flights of non-competitive pilots on the flight line prior to the preliminary rounds and the semifinal rounds. One or two warm-up flights for judges were made by non-competitive pilots at any judge panel's start of duty.

The judging evaluation showed only very mild bias in a few cases and some slight uncertainties due to inexperience of one new judge. However, all judges proved to be very targeted to their fairest and best possible performance, and no poor judging, such as by inattentiveness could be discovered.

### **Ceremonies and Banquets**

An impressive opening ceremony was performed on the airfield with teams of each nation passing the guests of honorary and spectators in an each one's anthem accompanying march. The FAI anthem was played finally and the FAI flag flown prominently amidst the flags of the participating nations throughout the competition. A buffet was served on that evening, well attended by all teams and the organising staff.

On the evening of the last preliminary round, another banquet was organised with typical local music and dance performances, while competitors not been qualified for semi-finals received diplomas and awards.

The reserve day afternoon offered the opportunity to judges to visit a nearby coal-mine museum and ended with a common dinner with all staff in a fancy restaurant downtown Kapfenberg.

The closing ceremony took place on the airfield again where medals and the perpetual individual and team trophies were awarded to the winners. It was followed by an excellent banquet in the huge service tent on site. Various other awards, such as for the semi-final pilots missing the finals and the seven junior pilots were made, while jury and judges received mementoes for their participation.

**Conclusion**

It is the opinion of the FAI Jury that this Continental Championship was splendidly organised and professionally executed.

No deviation from the FAI Sporting Code was registered and no exceptional circumstances arose.

The Austrian Aeroclub and the organising team are to be congratulated for a superb performance and event.

The FAI Jury:

Michael Ramel (Germany) Chairman Subcommittee F3 Radio Control Aerobatics  
Jury President and report author

Pierre Pignot (France) Member Subcommittee F3 Radio Control Aerobatics  
Jury report read and approved

Helmut Krasser (Austria) Austrian Aeroclub Vice President Styria  
Jury report read and approved