

# **Report by the FAI Jury**

on the

## **28th FAI World Championship for Aerobatic Model Aircraft**

### **Class F3A**

**Midvaal-Meyerton, South Africa**

**August 16-25, 2013**

#### **General**

This very successful and enjoyable World Championship was organised and executed by the South African Model Aircraft Association (SAMAA) from August 16th to August 25th, 2013. The facilities of the Midvaal Raceway at Meyerton, Gauteng Province offered good flying conditions for the 80 competitors from 29 different nations. Some new teams were present this year and eight (8) juniors were registered among the entries.

#### **Information**

All necessary and helpful information was communicated to teams through several bulletins. All aspects of the championship, lodging, travel cost, rules, technical notices, and procedures were covered.

Score sheets were processed in time and made public in a prominent spot with easy access. Each competitor's score sheet was print-copied right on the spot.

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 regional country-hotels in a fair distance to the competition site. Judges, officials and staff were booked all together in a regional country-hotels of high standard as well and daily transportation to and from the competition site was provided by the organiser. Daily breakfast was available at the hotels, while lunches of good standard were served at the Midvaal Racetrack's central building. Excellent buffet dinners were served at the hotel's restaurant.

#### **Practice**

There was a good number of practice fields available for the teams throughout the duration of the championship within acceptable driving distance. Prior to the preliminaries each team was granted a reasonable time slot for practice flights at the competition flight lines.

#### **Competition Site**

The day before the start of the competition, the Jury checked the two (2) flight lines' lay-out and briefed the organising staff on procedures applied in accordance with the FAI Sporting Code and the Technical Notices released by the organiser in the latest Bulletin (3).

There was a discussion several weeks before regarding the flight line lay-out and a modification of the original proposal was imposed by the Subcommittee Chairman. Unfortunately this was found not to have been done, since no runway was installed on flight line A as agreed and shown in Bulletin 3. Even the safety line was missing. Due to the situation on site, the Jury was forced to find a compromise and decided to ask the organiser to first mark the safety line in proper relation to the centre line and then to mark another line on the ground in front of the competitors' stand, parallel to the safety line. This additional line shall simulate a correct runway direction supporting competitors' proper orientation during score flights. However, take-offs and landings may be made in any direction, provided that the safety line remains uncrossed.

Moreover, the Jury asked that the diameter and position of the sound check circle be corrected, as well as the ready boxes in order to locate them more practically.

The same comments and corrections applied to flight line B with the only difference that there was indeed a grass strip prepared as shown in Bulletin 3 which was supposed to be a runway, though the

condition was so poor that no model airplane could have used it without a high risk of damage and the Jury did not approve it to be used.

Though, center, left and right hand markers were correctly set in the requested line of 150m distance from the competitors stand. This and supplementary landmarks to determine the limits 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 only minor corrections and additions turned out to be necessary. Altogether, the processing was performed professionally while some adjustments had to be made to a few of the presented model aircraft.

Sound tests were performed with every flight and no re-check was necessary. Electrically propelled models were randomly weight checked after-flight by lucky draw right after every flight in Preliminary and Semi-Finals Rounds, resulting in minimum 20% of the entries being re-checked. During Final Rounds, every electrically propelled model was weight checked after-flight. Finally not any infringement was noted.

### **Organisation and Execution**

The entire championship was conducted in a professional way with preparation of all the various processes involved. On top, the atmosphere was very friendly and relaxed, though the chilly wind required some extra attention and protective measures from everybody on site.

The flight lines were organised extremely well and all competitors were called by the lines' staff well in time to prepare and enter the ready box. In the case of a time out the time keepers called-out the cease of scoring to judges as well as to the competitor.

The starting schedule was maintained all through the competition, 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.

Judges were placed under tent-like portable car-ports, which protected them and the scribes from the burning sun, and eventual rainfall, once it should have occurred. As an additional courtesy there were blankets provided to screen off the chilly winds.

There was no transmitter impound. No major model aircraft fatality was noticed during the entire event, just three (3) model aircraft suffered minor damages during landing. 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.

The composition of the two (2) Unknown Schedules for the Finals was performed automatically by the computer program „Unknown Schedule Maker“, which in an ad-hoc meeting on site had been approved by the twelve (12) CIAM F3 R/C Aerobatics Subcommittee Members present.

The standard of flying skills was remarkably high, in particular regarding the challenging strong wind conditions. It is supposed to improve continuously in the future. A number of bi-planes and semi-biplanes, as well as one (1) triplane competed with monoplanes, as did internal combustion motors with electrics 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 a professional TV reporter team took footage of the activities on site, as well performed interviews with some officials and team members. Picture galleries were published in the event's website ([www.f3a2013.co.za](http://www.f3a2013.co.za)) on top updated currently with scores and results.

### **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.

Four (4) panels of five (5) judges each were appointed judging the preliminary rounds in rotation from mornings to afternoons per flight line. For semi-finals two (2) panels of ten (10) judges were assigned, while one (1) panel of twenty (20) judges was assigned for the finals. A reserve judge was available, but as the reserve jury, never had to step in.

Extensive judges' briefing and training was performed theoretically in a well prepared conference room, and practically with several flights of non-competing 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-competing pilots before every judge panel's start of duty.

The judging evaluation showed some bias in a few cases and some uncertainties due to inexperience of the new judges. Although the most concern addresses the relatively high number of displacements evaluated by the GNAMI Judges' Assessment, all judges proved to be very targeted to their fairest and best possible performance, and no really 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 honor and spectators and athenas accompanied 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. The reserve day afternoon offered the opportunity to judges to visit several tourist attractions they could select from. The closing ceremony took place on the airfield again where medals diplomas and the perpetual individual and team trophies were awarded to the winners. For the first time there was an official Junior World Champion Trophy awarded along with the Junior ranking, sponsored by the SAMAA. In the evening there was an excellent banquet served at the Riverside Sun Lifestyle Resort. Various other awards and mementoes were given on top.

### **Conclusion**

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

According to the Technical Notices one deviation from the FAI Sporting Code was implemented with the summary of Unkomwn Schedules' K-Factors to be least 70 instead of 74 as an error in the Sporting Code. Further on, no exceptional circumstances arose.

The SAMAA and the organising team are to be congratulated for a great performance and event.

The FAI Jury:

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

Emanuel Fernandes (Portugal)  
Jury report read and approved

Pierre Pignot (France)  
Jury report read and approved

Midvaal-Meyerton, August 25th, 2013