

Report by the FAI Jury
on the
2015 FAI F3A World Championship for Aerobatic Model Aircraft

Dübendorf, Switzerland
August 06-16, 2015

General

This very successful and enjoyable World Championship was organised and executed by the „Swiss Model Aviation Association “ (SMV) and the „Aero-Club of Switzerland“ from August 06 to August 16, 2015. The facilities of the „Dübendorf Airbase and Air Force Center“ offered excellent flying and operating conditions for the 101 competitors from 35 different nations. Some new teams were present this year and seventeen (17) juniors were registered among the entries.

Information

All important 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. Scores were captured electronically, processed immediately and made public on a huge electronic display in a prominent spot, well visible for teams and spectators. Each competitor's manoeuvre score per judge was displayed in realtime giving utmost transparency of the judging. Team Managers' 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 open to the public.

Accommodation

Most teams and all officials were accommodated in a city-airport hotel of high standard and in a close distance to the competition site. Daily transportation to and from the competition site was perfectly provided by the organiser. Daily breakfast was available at the hotel, while lunches and dinners of good standard were served at the championship site.

Practice

There was a large number of practice fields available for the teams throughout the duration of the championship within acceptable driving distance. Prior to the preliminaries and semi-finals 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 Bulletins. Only minor adjustments had to be made to the flight line's markings.

Model Aircraft Processing

All instruments and procedures were examined by the Jury in advance, while practically no corrections or additions turned out to be necessary. Altogether, the processing was performed very professionally while some modifications had to be made to a few of the presented model aircraft.

New at this championship was the sound test to be performed as part of the model processing, while no after-flight re-check became necessary later on. Electrically propelled models were randomly weight checked after-flight during all rounds resulting in much more than 20% of the entries being examined. In one case a model aircraft exceeded the allowed weight limit by 5.0g after the score flight. Since the originally recorded weight at model processing was at the weight limit already, the Jury found that the competitor did not gain or could not have gained advantage by this technical infringement and decided for the least penalty by score deduction according to FAI Sporting Code General Section §5.2.2.1.

In another case and in presence of two (2) Jury Members and the referring Team Manager the organizer examined a competitor's model aircraft, radio system and other equipment for the eventual

installation/use of forbidden equipment. The Team Manager with his competitor agreed to this inspection with no resistance and satisfyingly responded to all questions put. As a result, no forbidden equipment was detected.

Organisation and Execution

The entire championship was conducted in an extremely professional way with detailed preparation of all the various processes involved. On top, the atmosphere was very friendly and relaxed, though the mostly hot weather required some extra concentration of everybody on site.

The flight lines were organised perfectly well and all competitors were called by the lines' staff in time to prepare and enter the ready box.

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 tents, which protected them and the scribes from the hot sun, and eventual rainfall, which occurred during the last two (2) days.

There was no transmitter impound. No model aircraft damage or fatality was noticed during the entire event, just three (3) electric model aircraft suffered obviously ESC failures while a thunderstorm was near the area.

The scores and results were processed by a CIAM-approved software program including TBL, newly designed by the organizer's IT-staff. It included statistical average system and detailed assessment of judges evaluations for each round. This system used tablet computers for each „scribe" to enter the scores given by the judges. Each single manoeuvre score was published on a huge electronic display in realtime together with the referring manoeuvre symbol and the competitor's name, nationality and face picture. After each flight a momentary ranking of the round was displayed based on the raw scores, making the competition very thrilling to all fans, both, teams and spectators. Moreover, all these informations were instantly available on Internet, so, thousands of enthusiasts all over the globe could permanently pursue the course of the championship.

The composition of the two (2) Unknown Schedules for the Finals was performed automatically by the computer program „Unknown Schedule Maker", which in a public meeting on site had been approved by the Jury President/R/C Aerobatics Subcommittee Chairman present.

The standard of flying skills was remarkably high, and it is supposed to further improve in the future, a challenge to judges as well. A number of bi-planes and semi-biplanes 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 widely announced in local media and a professional video team took footage of the activities on site, as well performed interviews with some officials and team members to make it available on DVD after the event. Picture galleries were published in the event's website (www.f3a-wc2015.ch) on top and „Daily News" printed leaflets were released day by day.

Conduct of Jury and Judges

With 504 score flights performed in total, no protests were filed, a proof of the thoroughly professional preparation and organisation of the event. Just a few minor complaints were addressed, which could be explained and settled satisfyingly right on spot though.

All three (3) 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 either mornings or 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 newer judges. Although the most concern addresses the relatively high number of displacements evaluated by the scoring system's 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 Banquet

An impressive opening ceremony was performed on the airfield with teams of each nation passing the guests of honor and spectators and athletes accompanied march. The FAI anthem was played finally and the FAI flag flown prominently amidst the flags of the participating nations throughout the competition. An immense number of several thousand visitors were present and enjoyed the ceremony and the numerous show flights performed by both, full size and model aircraft, professionally commented in both, English and Swiss German. An Aperol at the neighboring aviation museum hosting an extra exhibition of vintage F3A model airplanes, and a buffet was served on that evening, well attended by all teams, officials and the organising staff.

The reserve day afternoon offered the opportunity to judges to visit several tourist attractions they could select from. A very special offer at a preferential price was taken by a number of fellows, which was the 1h lasting passenger flight to the high Alps in a historic Junker Ju 52, one of the four (4) examples stationed on that airfield.

In presence of the FAI Secretary General, the closing and prize giving ceremony took place on the airfield again where medals diplomas and the perpetual individual and team trophies were awarded to the winners. In the evening there was an excellent banquet served at the Mövenpick Regensdorf Hotel, where various other awards and mementoes were given away.

Conclusion

It is the opinion of the FAI Jury that this World Championship was extremely well organised and very professionally executed, and no exceptional circumstances or deviations from the FAI Sporting Code arose.

Outstanding was not only the overall organisation of the championship with a huge number of voluntary helpers and an enormous sponsor input, but most remarkably, the achievement of having promoted the generic FAI/CIAM competition class F3A in a way it became thrilling, entertaining and diverting for aeromodellers and spectators on site and around the globe.

The „Swiss Model Aviation Association “ (SMV) and the „Aero-Club of Switzerland“ with their organising team are to be congratulated for an overwhelming and unforgettable performance and event.

The FAI Jury

Dübendorf, Switzerland, August 16, 2015

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