

# **Jury Report**

## **2017 FAI F3B World Championship for Model Gliders**

### **Jeseník - Mikulovice, Czech Republic**

#### **6<sup>th</sup> to 12<sup>th</sup> August 2017**

The 2017 FAI F3B World Championship for Model Gliders was organised under the leadership of the Aero club of Czech Republic and Association of Modellers of Czech Republic by the RC Model Club Brno.

#### **Venue**

The competition took place on the airfield Jeseník – Mikulovice with a short grass runway. The organiser prepared the place for the winches in two directions along the runway.

#### **Participation**

The Championship was entered by 49 competitors including 3 juniors. The competitors came from 17 countries. The reigning World Champion competed outside his National Team but was included in the Working Team. The reigning Junior World Champion was a member of his National Team as junior.

#### **Organisation**

Generally the World Championship was well organised. Contest Director was Mr. Jan Stonavsky. He also served as the Flight Line Director during the whole competition. His assistants for other duties were Mr. Jakub Gaborík and Aleš Václavek, who served also as chief judge. As timekeepers the CD engaged students from Mikulovice and Jeseník. Some of them have had experience from previous F3B competitions on the same airfield. Others got in-service training during the two days FAI-World Cup F3B competition which was held before the championship.

The good organisation allowed completing 8 rounds within 5 days.

#### **Accommodation and catering**

Many competitors and helpers used the camping provision on the airfield. Some participants stayed in hotels in Mikulovice, Česká Ves and Jeseník.

Lunch and dinner were served in a tent on the airfield. The meals were good and sufficient.

Refreshments as well as soft drinks and additional meals were possible to buy at the same counter.

#### **Weather and Flights**

The weather was favourable during the whole championships. On Monday, the first day of competition, the wind was stable from SW, therefore the CD set up the landing spots for task Duration behind the winch area. Later on the wind direction changed and blew from different directions. Therefore the CD allowed to launch the model gliders to both direction; therefore the landing spots were arranged at one side of the tow-line area. On Tuesday morning the clouds were low but after a test flight the CD decided to start the competition flying. On Friday the weather-forecast predicted strong rain which arrived about ten minutes after the last flight of the championship.

#### **Safety**

The organiser declared the safety area at the Team Managers Meeting. As a consequence of discussions at the first day of the competition the organiser displayed a map of the safety area, improved the marking by flags and reduced it's area a little bit. Few penalties were applied for landing in the safety area but no serious safety problems appeared during the whole World Championship.

#### **Processing**

For all model gliders entering the championship the nose radius, the dimensions of the tow-hook, and the correct markings of all exchangeable parts were checked. The winches and batteries which were expected to be used during the competition were marked with labels (6 winches and 6 batteries for each working team). The organiser offered an official measuring set for checking the winch-equipment before the competition (self-service). During the competition the winches were then randomly checked by qualified officials.

The usage of the same model for all three tasks in one round was checked by the timekeepers at task Duration and by the starter at the tasks Distance and Speed.

## **Opening and closing ceremony**

The opening ceremony took place on the field and was rather short. The event organiser introduced all pilots, and team managers, country after country. Then the Jury President welcomed all participants and declared the World Championship open. As icing on the cake the organiser arranged an overflight of two jet fighters Saab Gripen at low altitude.

The closing ceremony with awarding of medals and diplomas took place on Saturday afternoon in the big tent on the airfield. The awarding of medals, diplomas and FAI Trophies followed the FAI Protocol, except the raising of the flags of winners which in the meaning of the International Jury is a very important part of the FAI-protocol. The Closing Ceremony was finished by the statement of the Jury President who declared the Championship closed. Thereafter the FAI Anthem was played.

The banquet took place in a big tent on the flying field.

Still the quota of € 50.00 was much too high for the ambience and the quality of the offered food.

During the opening and closing ceremony we missed represents of the Czech Aero Club and other authorities; this devaluated the importance of a World Championship.

## **Protests**

There was no formal protest submitted during the championship.

A complaint against the penalty for landing in the safety area on Monday was discussed on Tuesday. In any case it was too late for submitting a protest.

## **Contest information**

In addition to Bulletin 1 which was distributed to NACs in due time the Bulletin 2 containing information about entering teams and some other information was displayed on the championship website

At the first Team Manager Meeting the basic information about the organisation of the competition was given. The safety areas were declared. Team managers did require a clear marking of the safety area on the side of tow-lines (by tape - done). The safety area at the other side which was about 200 m apart from the landing spots was also declared. This part of the safety area was clarified during the second competition day.

An internet connection was installed on the field. Martin Weberschock took a video record with number of interviews during the championship and displayed it on Facebook.

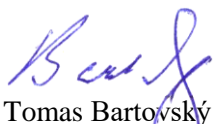
## **Future of the F3B Class**

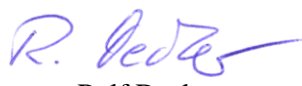
There was a Technical Meeting called for Thursday evening. Ralf Decker presented his idea to increase the number of participants at F3B events by allowing model gliders launched by electric motors with propeller. The following discussion brought many ideas about helping to increase the number of participants. The most interesting information was presented by Jan Stonavsky. He is working with the Jeti company on an automatic system for registering the crossing of the planes at Distance and Speed. This would be a great help for the organizers. He expects that the development of the system would be finished before the end of this year.

## **Conclusion**

Despite of the good organisation of the contest itself there were some things to be criticized and should not become the standard for World Championships in the future. Otherwise in the opinion of the FAI Jury, this was a very successful World Championship carried out in a friendly atmosphere. The organisers are to be commended for preparing and running this event.

Jeseník - Mikulovice 12<sup>th</sup> August 2017

  
Tomas Bartovský  
Jury president

  
Ralf Decker  
Jury Member

  
Raymond Pavan  
Jury Member