

Report by the FAI Jury
on the
2016 FAI F3A European Championship for Aerobatic Model
Aircraft
Untermünkheim, Germany
July 29 – August 06, 2016

General

This highly successful and enjoyable Continental Championship was organised and executed by the Modellflug Club Untermünkheim e.V. from July 29 to August 06, 2016 under the auspices of the Deutscher Aero Club e.V. (DAeC). The ideal facilities of the club's flying field offered excellent flying conditions for the 70 competitors from 25 nations. Some new teams were present this year and 10 juniors were registered.

Information

All necessary and helpful information was communicated to teams through three (3) bulletins. All aspects of the championship, lodging, travel cost, rules, and procedures were covered. Score sheets were processed without delay and made public on a centrally positioned billboard at the venue. Each one competitor's score sheet was also available for Team Managers in hard print right on the spot as an extra courtesy.

A Team Manager Meeting was held prior to and after the preliminary rounds, with another one after the first round of 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 several hotels not far from the competition site. Judges, officials and staff were booked in a near hotel of good standard, while daily transportation to and from the competition site was individually organized, though with a shuttle bus available as well. Deeply appreciated was the availability of breakfast from 06:00 a.m. at the hotel. Lunch of good standard was served directly on the field by a professional catering provider while fine dinners were offered at the hotel.

Practice

There were six (6) practise fields available to the teams throughout the duration of the championship and within reasonable driving distance. Prior to the preliminaries each team was granted an appropriate time slot offering a sufficient practice opportunity to the competitors on the competition site.

Competition Site

There was one flightline, well prepared with a hard surface and all the necessary layout limitations marked in well visible lines. Given by the flightline's North orientation the sun was in far right corner of the manoeuvring zone only in early in the mornings of the clear days. However, sun screens professionally manufactured from deep tinted plexiglass were provided for both, competitors and judges on duty, reducing sun dazzle very effectively. Consequently no complaints were made by any side due to this situation.

Model Aircraft Processing

All instruments and procedures were examined by the Jury in advance, while no corrections/calibrations appeared to be necessary. Altogether, the processing was performed professionally and only minor adjustments had to be made to very few model aircraft processed. Sound tests were performed as a part of model processing. Not any competitor had to perform an after flight sound re-check.

General model aircraft examinations were performed by lucky draw right after every flight, resulting in appx. 30% of the entries being re-checked, though without any infringements noted.

Organisation and Execution

The entire championship was conducted in a absolutely professional way with excellent preparation of all the various processes involved. On top, the atmosphere was very friendly and relaxed. Rain showers passed through during some days, but they did not interrupt the competition. One full round was flown on each day of the preliminaries, so the reserve day stayed free for judges' briefing and teams to prepare at the training sites. Judges and Juries were taken to a tour around the nearby scenic city of Schwäbisch Hall on the afternoon of that day.

However, on the following semi finals day, clouds were hanging low in the morning, so the competition had to be interrupted right after the first two (2) score flights due to poor visibility. Only in the late morning the score flights could continue after regular visibility checks had been performed by a non-competing pilot.

This delaying situation did not allow to conduct both semi final rounds on that day as scheduled. Consequently the second round of semi finals was run the following day in the morning, while in the remaining time of the day, finals were set to two (2) rounds only (one round schedule F-17, one round Unknown 1 schedule), instead of the regular four (4) rounds. This unavoidable modification was communicated and agreed with all teams concerned after the first round of the semi finals.

The flight line was organised very well and all competitors were called in proper time to prepare and enter the ready box. In the case of a flight time out the cease of scoring was announced verbally to judges as well as to the competitor.

Judges were placed in a tent-like shelter, which protected them and the scribes from rain, sun and audial disturbances.

There was no transmitter impound, all competitors used spectrum spread R/C equipment.

The scores and results were processed swiftly by a highly trained staff with the CIAM-approved GNAMI-Software including the TBL statistical average system and a detailed assessment of judges evaluations for each round. The standard of flying skills was remarkably high, and even the lower ranking competitors performed quite well. A number of bi-planes and semi-biplanes competed with monoplanes, as did internal combustion engines 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 numerous pictures were taken by professional photographers and cinematographers. The event's website (www.ec-f3a-2016) was updated currently and scores, results, and picture galleries published right away.

Conduct of Jury and Judges

No protest was filed, and not even complaints were addressed to the Jury.

All three (3) Jury members were present and available on site throughout the competition.

Two (2) panels of five (5) judges each were appointed, Panel 1 on duty in the mornings of the days 1, 2, and on day 5, and in the afternoons of days 3, 4. Panel 2 was assigned to the afternoons of day 1, 2, and the mornings of days 3, 4, and the morning of day 6. In the afternoon of day 6 all ten judges scored the two (2) rounds of the finals. A reserve judge was available on site, but never was requested.

Extensive judges' briefing and training was performed theoretically in a 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. A warm-up flight for judges was made by non-competing pilots at any judge panel's start of duty.

The judging evaluation showed only mild bias in a few cases and some slightly higher deviations in Unknown Schedules. However, all judges proved to be very targeted to their fairest and best possible performance, and no poor judging, such as „celebrity preference“ or 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.

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 nearby town hall of Untermünkheim. Various other awards were given, while jury and judges received mementoes for their participation.

Conclusion

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

No deviation from the FAI Sporting Code had to be registered. The Modellflug Club Untermünkheim e.V. and the organising team are to be congratulated for an excellent performance and event.

The FAI Jury:

Michael Ramel

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

Pierre Pignot

(France) Member of CIAM Subcommittee F3 Radio Control Aerobatics
Jury report read and approved

Bernhard Schaden

(Switzerland) Member of CIAM Subcommittee F3 Radio Control Aerobatics
Jury Report read and approved