

Jury report

F3D World Championships Deelen/ Netherlands July 22nd to 29th, 2013

The 2013 F3D World Championships were organized by the Royal Netherlands Aeronautical Association. The event attracted 50 pilots from 18 nations, including the World Champion of 2011 and 6 juniors out of five countries. Last F3D WCh taking place in Europe (Germany) were in 2009 and had been supported by 55 pilots out of 22 nations, so a decline of about 10 percent is to be noticed despite of the additional attendance of juniors. – The reigning old (and new) World Champion Christopher Callow (AUS) showed an exceptional performance setting a new World Record with 56,28 sec in his first official heat.

SITE, WEATHER & CONTEST MANAGEMENT

The event took place on a huge airbase offering plenty of space, consisting mainly of grassland and – for the racing courses and landing areas - perfectly short cut lawn. Unfortunately, the surface of an old runway made of concrete is damaged and couldn't be used as a launching track. As no infrastructure was available close to the flying field, everything had to be built up generating higher costs than usual. Two big tents provided shelter for the teams, another one for registration and processing, Team Managers meetings and a restaurant run by a commercial caterer. On the airbase no camping was allowed. Most teams stayed in hotels in the vicinity, which is a fantastic holiday area offering very good standard for reasonable prices.

The weather started with summer heat, cooled down and became mixed, with heavy rain showers and winds. Contest Director Arno Keijzer managed perfectly to avoid bad or unsafe flying conditions without any interruption within a round. So he succeeded in organising 14 heats for every pilot, one more than the 13 of the 2009 WCh which had been run under similar conditions.

LAUNCHING TRACK, MODEL PROCESSING & PROTESTS

As no tarmac runway was available base plates like the ones used for the surface of big tents had been positioned at the racing course serving as launching area. Like big tiles they left interstices in between ready to catch the thin wheels of the racing model aircrafts and ruining their take-off. So, to avoid accidents, the gaps and steps had been covered with soft plastic and tape. That again seemed having caused several models to turn over – as propeller marks on the plastic told. The Jury had no idea about a better solution on spot.

Before the races a careful processing of all models took place detecting underweight on some of the planes which than had to be ballasted. During the competition 20 per cent of all models were random checked, and one of them showed to be flown with 2228 grams (instead of 2250 g minimum). Contest Director disqualified the (junior) pilot and the Jury had to deal with a protest against that DQ. The pilot resp. his Team Manager claimed that the ballast had been lost during the flight, and – as the opposite could not be proved – the Jury penalised the pilot with 200 points for jettisoning and reversed the DQ-verdict.

DATA PROCESSING

A computer-based electronic system with multiple displays was successfully run, replacing even the traditional flag of the starter by signals for each launcher. Despite causing some re-fly's the system allowed organizing the races very efficiently. The further processing of the results went very well, old handwritten figures for information on a board beating print-outs and WLAN-information via notebook or tablet.

OPENING AND CLOSING CEREMONY, MEETINGS

An opening ceremony had been celebrated on the airfield, with all national flags flying on high poles and speeches from Frits Brink, President KNVvL, and the Jury President. After the races, on the same spot the award ceremony took place followed by the traditional splashing of champagne

over each other. While the closing ceremony in the open suffered somewhat from high winds, lost sound of the PA-System and lost synchronising of medal awarding and anthem playing, a reception a few hours later went very well. It was thought as a replacement of a banquet and proved being a nice idea within a wonderful Dutch garden restaurant.

A first Team Managers meeting took place July 22nd at the very beginning of the event, to be followed by daily ones. That was good practice as questions could easily be answered before further misunderstanding aroused.

SPECTATORS & MEDIA COVERAGE

The military administration of the airbase demanded registration of every visitor three weeks in advance. So there was no possibility for spontaneous visits for the public, making the event a rather private one. Additionally, with the flying site kilometres away from any public road, the attraction for spectators would have been low. Nevertheless, there was some coverage through TV and newspapers.

CONCLUSION

Thanks to good preparations and a very good conduct of the competition the Royal Netherlands Aeronautical Association and their volunteers accomplished excellent World Championships. CIAM owes to thank for a great event, which had been made possible through generous financial support especially from a sponsor and from the RNAA.

Gerhard Wöbbing (GER), Jury President

Marcus Griggs (GBR)

Peter Keim (NED)

November 21st, 2013