

Report by the FAI Jury
on the
16th FAI European Championship for Aerobatic Model Aircraft
Class F3A
Châteauroux, France
July 26 – August 05, 2012

General

This very successful and enjoyable Continental Championship was organised and executed by the Fédération Française d'Aeromodelisme (FFAM) from July 26th to August 05th, 2012. The ideal facilities of the flying field of the local club Air Modèle Châteauroux offered excellent flying conditions for the 72 competitors from 25 nations. Several new teams were present this year and an increased number of juniors, 12 in total, was registered.

Information

All necessary and helpful information was communicated to teams through several bulletins. All aspects of the championship, lodging, travel cost, rules, and procedures were covered. Score sheets were processed without delay and made public in a prominent spot with easy access. Each one competitor's score sheet was available for Team Managers right on the spot as an extra courtesy.

A Team Manager Meeting were held prior to the preliminary rounds. Prior to the finals a meeting together with finalists, team managers and judges was performed as well.

Accommodation

Teams were accommodated in hotels not too far from the competition site. Judges, officials and staff were booked in a separate hotel of acceptable standard, while daily transportation to and from the competition site was individually organized. Deeply appreciated was the availability of breakfast from 06:30 a.m. at either the hotel or the competition site. Lunch and dinner of excellent standard were served directly on the field by a professional catering provider.

Practice

There were eleven (11) 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 to offer a sufficient practice opportunity to the competitors at the competition site.

Competition Site

There was one flightline, well prepared with a smooth tarmac and all the necessary layout limitations marked in well visible lines. However, the forrest on the left side of the manoeuvring zone didn't allow left hand marker in the regular 150m distance from the competitors stand, but was posted closer. This situation was explained thoroughly to the judges and team managers well before the beginning of the competition.

Model Aircraft Processing

All instruments and procedures were examined by the Jury in advance, while a few corrections/calibrations appeared to be necessary. Altogether, the processing was performed professionally and only minor adjustments had to be made to a very few numbers of the equipment. Sound tests were performed with every flight. All competitors passed the sound test with no re-check necessary.

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 professional way with good preparation of all the various processes involved. On top, the atmosphere was very friendly and relaxed, and the weather remained dry and mostly calm through all score flights.

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

In one morning low clouds caused some delay of the flights. Nevertheless, the starting schedule was maintained even through that day, 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.

Each judge was placed in a small tent-like shelter, which protected him and the scribe from any disturbances.

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

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 standard of flying skills was remarkably high, and even the lower ranking competitors performed much better than in previous championships. 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 announced in local newspapers and numerous pictures were taken by professional photographers. The event's website (www.ec-f3a.fr) was updated currently and scores, results, and picture galleries published right away.

Conduct of Jury and Judges

Only one (1) protest was filed on a minor issue, though overruled by the FAI-Jury. 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.

Two panels of five judges each were appointed, Panel 1 on duty in the mornings of the days 1, 2, 3, 4, and 5. Panel 2 was assigned in the afternoons of day 1, 2, 3, 4, and 5. On day 6 all ten judges scored the four rounds of the finals. A reserve judge was available, 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. One or two warm-up flights for judges were made by non-competing pilots at any judge panel's start of duty.

The judging evaluation showed only very 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 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 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 huge service tent on site. 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 very well organised and professionally executed.

One deviation from the FAI Sporting Code had to be registered by the case that the K-Factor summary of 74 of unknown schedules (as per the FAI-Sporting Code) was discovered to be an error, since it couldn't be achieved by the selection of unknown manoeuvres' K-Factors. At the meeting prior to the finals all Team Managers accepted unanimously the suggestion by the FAI Jury to limit the K-Factor summary to 70 as it is the case for known final schedules. Otherwise no exceptional circumstances arose.

The Fédération Française d'Aeromodelisme (FFAM), the club Air Modèle Châteauroux, and the organising team are to be congratulated for a excellent performance and event.

The FAI Jury:

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

Bruno Delor (France) President of the Fédération Française d'Aeromodelisme (FFAM)
Jury report read and approved

Massimo Semoli (Italy) CIAM Secretary
Jury report read and approved