



## REPORT BY THE FAI JURY ON THE 2019 FAI F3A WORLD CHAMPIONSHIP FOR AEROBATIC Model AIRCRAFT

Calcinatello (BS) Italy August 2019.

### Overview

The 2019 F3A World Championship was organized and executed by the organizing committee of ACAME (Aero Club Aeromodellistico Milano Est ), together with AeCI (Aero Club of Italy) and FIAM® (Fabbrica Italiana Associazioni Modellistiche). from August 3 to 10, 2019. The Casa Bianca airfield, site A, and site B, around 750 m distant, afforded an excellent flying opportunity for 111 competitors, which included 16 juniors and two title defenders, from 39 participating nations.

### Pre-contest information

General and specific information was communicated to participants via several bulletins. All aspects of the championship, lodging, travelling, costs, rules, and procedures were covered. E-mail contact made correspondence significantly convenient and mostly fast, for organizers, officials, and participants. A special website for the World Championship wasn't available. Information could be found on FIAM and ACAME websites. Sometimes information from the official website needed long time. A competitors list wasn't published before the competition. Also a processing and official practice flights order couldn't be found in the bulletins. It was published on July 30 by email to all team managers.

### Accommodation and catering

Competitors and supporters/helpers were accommodated near Casa Bianca, all within normally easy driving distance of the flight site. Participants were offered a good choice of accommodation options. Judges, officials, and staff members were accommodated in Hotel della Torre in Ponte San Marco. The accommodation in the various hotels was of a good standard and at reasonable cost. For Jury Judges and officials, excellent lunch was offered at the Casa Bianca Restaurant. Dinner for Jury and Judges was at the hotel and of good quality.

### Practice fields and competition site

There were several official practice sites available to competitors within reasonable driving distances. The practice sites were easy to find using the coordinates published in the Bulletins

One flight area with concrete runway was close to the Casa Bianca Restaurant. It was used for Preliminary, semi-final, and final flights. A second flight site located at a distance of 750 m was able to be used for Preliminary flights. Artificial grass was used for the runway. The two sites were adequately separated in distance, and were easily accessible by vehicles. For Judges and score keepers gazebos were available.

The manoeuvring areas on the two flight lines were marked as correctly as possible. Pole distances were closer because it was not possible to place them in the correct distance. (Hedge at flight site A, high maize at flight site B.

Spectators were not allowed to enter the preparation area but could watch the flights from short distance. Judging seats were a little bit uncomfortable. Informations were published by email and on the website. Ready boxes, were made on both sites. Instead of starting circles, lines marked the position to put down the model on the runway.

### Model aircraft processing and official practice

Model aircraft processing took place in Casa Bianca Park. It was correctly conducted by the staff and equipment was of excellent quality. Official practice was done at the same time, and there were no weather delays. The sound measurement took place during model processing.

### Practice

There were official practice flights offered to each competitor before the preliminary rounds started.

### Organisation and execution

The championship was conducted in a friendly way. The contest director Mario Silvagni and his personnel were always kind and accommodating. Competitors were called in good time to occupy the ready boxes and for their

flights, and those using electric propulsion devices (majority) had their equipment tested for voltage prior to each flight. The published daily starting order ensured that all competitors were ready for their flights. At the end of last day of preliminaries the weather conditions got worse. After a rain and thunderstorm break the contest director decided to have the outstanding flights on Thursday morning (reserve day).

Line directing, timekeeping and sound measuring was done efficiently. Score tabulation was expertly done by Mr Roland Poidevin and his wife Marie Helene, using the Notautomatic system, with raw scores appearing shortly after the conclusion of flights. Scores were published on FIAM/ACAME website. From beginning of the semifinal, live scoring could be watched on a big screen. Paper score sheets were not provided to team managers, unless requested. The TBL statistical averaging system was used in the scoring software.

The standard of flying was exceptionally high, with a diversity of model aircraft, equipment, and flying styles. Continuous random checking during the competition for conformation to the specifications took place, and the top three finalists had their model aircraft re-checked at the conclusion of the event. No model was crashed.

At the beginning of the last final round the developer of the scoring software application mentioned to the jury about a possible problem of the semi-final results. By that time the developer was not quite sure about the extent of the problem and if this potential mistake was affecting the ranking. The jury unanimously decided not to stop the event, as long as the problem was not verified. The time was very limited and the priority was to finish the event.

After the end of the event and after verifying the results of the finals so to officially publish them, the jury and the developer took a closer look at the potential problem.

When the problem was finally identified, it seemed that the error was generated due to entry of the number of semi-final pilots. This error was on the normalized scores of the preliminaries only. This error changed the final ranking of the semi-final competitors, and because of that, the participants of the finals. More specifically, a Japanese pilot was included in the finals, instead of a US pilot, who was not a member of the national team.

By the time the problem was fully identified, the flight line was no longer operational, no judges were on the field, and all the required infrastructure, Wi-Fi, electricity, etc had been dismantled. At this point there wasn't the slightest chance to recover the error by asking the US pilot to perform the final flights.

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### **Weather conditions**

During the whole competition the weather conditions were very good, except the last day of the preliminary rounds in which a thunderstorm as described above happened. Only light wind was present all over the day. Temperatures mostly exceeded 30 degrees.

### **Communication**

The contest director was in communication with the flight line officials, and was available at all times to answer queries from team managers, contestants, supporters, and officials. However, some officials of the organizers had problems with the English language and so communication had some problems. WiFi was available to the participants and officials in the Casa Bianca building. The championship website was updated with results after the rounds.

### **Conduct of jury and judges**

One protest was lodged, and after a meeting with the Jury members, the protester decided to withdraw it. The jury members were well versed in the Sporting Code requirements and complemented each other in their different fields of expertise and experience. The jury members were always on the field and available to questions and queries at all times.

Twenty judges were used in the competition, with four groups of five judges each, five in the morning, five in the afternoon on two flight lines. Extensive judges' briefings, with visual aids, and several training flights were conducted prior to the start of the preliminary flights of the championship, and again prior to the semifinal.

Judges were obliged to use a bus provided by the organizer for transport from hotel to the flight site. They were not allowed to use their own transport because of "safety regulations". So it happened that morning judges group had to stay a very long time at the Casa Bianca.

At the departure day, judges were taken to the airports very early. Some had to wait about 10 hours at the airport.

A post-competition judges' analysis will be generated. The results of the judges' analysis will be distributed to all judges, and recommendations may be made to the CIAM Bureau.

#### **Award ceremonies, functions, closing banquet**

The opening ceremony was conducted on the Casa Bianca runway. The FAI anthem was played, and the FAI flag displayed prominently for the duration of the event.

The awards ceremony took place on the Casa Bianca runway, too. FAI medals, diplomas and trophies were awarded to the winners. This was followed by a banquet in Casa Bianca Restaurant with excellent food and live music.

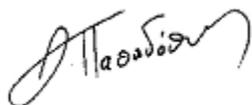
#### **Conclusion**

It is the opinion of the FAI Jury that the 2019 FAI/F3A R/C Aerobatic World Championship was well organized, and professionally executed. The FIAM and all its personnel who were involved are to be congratulated for a superb event.

The FAI Jury:



Peter UHLIG  
(Germany, FAI Jury President)



Antonis PAPADOPOULOS  
(Greece) CIAM President)



Robert SKINNER  
(South Africa CIAM President of Honor)