

2019 FAI F3CN World Championships for Model Helicopters

for Seniors and Juniors

3rd to 10th August 2019, Ballenstedt, Germany

Jury Report

The 2019 FAI F3CN World Championships for Model Helicopters was organised by the German Aero Club (DAeC).

Venue

The competition took place at the Airport Ballenstedt near the city of Quedlinburg. The terrain was large enough to provide two flight lines at a distance of over 500m. Also one of the four training fields was accommodated there. All airfields consisted of grass surfaces. The team manager meetings and model processing took place in the office building on the airfield. Behind the hangars was a large grassy area with sanitary facilities for camping. Sufficient parking for pilots and visitors was available during the competition.

Participation

In class F3C 49 pilots including four juniors participated. In class F3N there were 24 pilots with six juniors. In total, pilots from 17 nations were represented.

Registration / Model Processing

Sufficient time was available for the registration of the pilots and the officials as well as for the model processing. Since the FAI licenses were already checked in advance by the organizer and the jury president, the registration only checked the presence of the pilots. The model processing went without incident. All models met the specifications and were labeled accordingly with stickers. Because of the knowledgeable staff, the registration of the pilots and the officials and the model processing was completed quickly.

In class F3N, however, there was a peculiarity. A pilot from Germany, who was present at the model processing, could not fly in the competition for work related reasons. Since the processing had already taken place, this pilot's position in the start list was changed.

Official Practice

The schedule for the official training was announced in advance on the website. Since each nation adhered to the schedule, the official training could be carried out without any difficulty. Parallel to the official training, meetings were held under the direction of the jury president for the F3C and F3N judges. These were used to clarify the latest details.

Organisation

The two flight lines for F3C and F3N were well prepared and oriented almost directly north so that the sun did not bother the judges nor pilots. The score tabulation took place in a shed containing the computers and office equipment. Preparation tents with enough space were set up for the pilots. Seating for spectators was available in sufficient quantity. Unfortunately, there were no shelters available for the jury members and the spectators, so they had to use their own umbrellas. Also

initially, there were no F3C flight line toilets. These were delivered on request at short notice.

Since the finals for both classes were flown on the F3C flight line, this flight line was additionally provided with flags of all participating nations. A security fence was present on both airfields. Comfortable chairs and umbrellas were made available for the judges. Drinks for the officials were sufficiently available. Also on both flight lines expert flight line directors and timekeepers were used.

The organizer conducted two team manager meetings. One before the preliminary rounds and one before the finals. In addition to the random drawing of the starting order it was pointed out that the paved runway was open to full size aircraft. Should a pilot feel annoyed by planes taking off or landing, he could stop the flight immediately and request a refight. This offer was not taken during the competition. In the determination of the starting order particular attention was paid to the three pilots who flew in both classes. If necessary, the positions in the start order were moved manually.

There were four preliminary rounds and three finals in both classes. Due to the good organization, all rounds could be carried out without appreciable time delays, but with sufficient breaks for the judges. The results were published promptly on line after each flight. With free Wi-Fi available on both airfields, the pilots were always well informed. A copy of the score sheets was given to each pilot.

The organizer designated a total of four training fields. The assignment of the training fields to the individual nations was published in advance on the website. Unfortunately, not all training fields showed the same quality, so that individual pilots searched for their own training options.

Weather

The weather was mostly sunny or slightly cloudy during the competition. Only on the second day of the preliminary rounds there were some rain showers. This led to some short interruptions of the flight operations. Occasionally wind gusts occurred that reached short-term speeds up to 10 m/s. On the second finals day, it was constantly stormy with wind gusts up to 13 m/s. However, the high wind speeds never reached the maximum indicated in the rule book, so there were no cancellations of any flights.

Accommodation and Food

A list of hotels for the teams was published in Bulletin 1. All teams made the hotel bookings on their own. The hotel of the officials was located 13 km from the competition area. This hotel served a daily breakfast. For dinner of the officials, each judge and jury member received sufficient cash, so that they could eat at their own discretion. The food at the flight line was taken over by a bistro on the airfield.

Safety

There was no serious safety problem during the World Championships.

Opening and Closing Ceremony

The Opening and Closing Ceremony took place on the F3C Flight line, where the finals for both classes were held.

At the Opening Ceremony, after the parade of nations, the chief of the organizing team, a political representative of the region as well as representatives of the German model flying associations spoke to the guests. The World Championships was opened by the chairman of the F3CN subcommittee and jury president. Afterwards an aerobatic show with a fullsize plane was presented.

After the last final flight, the results were verified by the jury and declared correct. The subsequent

awards ceremony was again initiated by a few greetings from the organizer and representatives of politics and the model flying associations. The diplomas were handed over by the President of the German Aero Club, the handing over of the FAI medals by the chairman of the F3CN subcommittee and the handing over of the trophies by the mayor of the city of Ballenstedt.

The World Championships were officially closed by the chairman of the F3CN subcommittee.

In the evening, the closing banquet took place in the neighboring village. Unfortunately, not all participants were able to attend.

Protests

There was no protest submitted during the championships.

Technical Meeting

Since 12 of the 19 members of the F3CN Subcommittee were present, a technical meeting took place on the third day of the competition, in which all 12 members present took part. In 70 minutes various topics were addressed. The cooperation of the members was excellent, so this meeting was a complete success.

Conclusion

In the opinion of the FAI Jury, the 2019 FAI F3CN World Championships was very successful and carried out in a friendly atmosphere. The organisers are to be commended for an excellent event.

Stefan Wolf (GER)
President

Horace Hagen (USA)
Member

Lucio della Toffola (ITA)
Member