



Report RC Pylon Racing Sub Committee 2019.

In 2019 the RC pylon subcommittee consisted of 19 members plus 3 additional experts in the F3T approvals committee.

The number has increased because the class F5D was incorporated into the work of the RC Pylon Racing Sub Committee.

Discussions between members of the subcommittee took place via e-mail and at the combined F3D/F5D World Championships 2019.

This World Championship took place in Maryborough, Australia.

It was a well organized, and the racing was run in a very efficient way.

The overall performances were at a very high level and the results were closer than ever before.

The (since 2001 for the 6th time) World Champion in F3D is Chris Callow, second Emil Broberg from Sweden, third Robbert van den Bosch from the Netherlands.

The team prize was won by the team of Australia.

The average speed of the first 5 competitors at the WC increased slightly (appr. 1,5 km/h) from the 2017 championship. It may be concluded that speeds are developing very slowly, appr. 1 km/h per year over the last years.

It can be seen however that more and more competitors are getting closer in race times to the winners; there was a lot of very close racing at this WC

The championship in F5D was won by Jen Sedlacek (CZE), second Tomas Ciniburk (CZE) , third Tyler Mees (AUS). The team prize was won by Czech republic.

The times were clearly slower than the championships of the last two years for no obvious reason.

During the World Championship a new F3D world record was set by the current world record holder Randy Bridge (USA) in 55.27 seconds, a 0.01 second improvement over his last record, set in 2015.

The super-finals between the 12 pilots with the fastest race times in the WC, held outside the WC competition, were won by Gino Del Ponte (USA) in F3D and Jan Sedlacek(CZE) in F5D.

More detailed information of this championship can be found in the FAI jury report.

Before and during the championship there have been several contacts between the contest director and the Sub Committee chairman to discuss organizational and technical matters. The organization has done all what is possible to meet the FAI/CIAM requirements for a World Championship, including current safety requirements.

This World Championship gave no urgent problems that make rules changes necessary on short notice.

During the WC an F5D pilots meeting was held to discuss the current F5D rules.

After that the Sub Committee reworked the current F5D rules into a more complete format, and closer to the F3D rules without significant rule changes according to a plenary decision in April 2019.

This proposal will be submitted for approval at the CIAM Plenary Meeting April 2020.

The proposed new class name is F3E. The rules have been created from the F5 general rules for Electric Model Aircraft and the F5D rules. Where the rules were incomplete, additions have been made similar to the F3D rules.

The potentially dangerous existing starting procedure in F5D was modified to make it more safe.

A serious problem in the Electric Pylon Racing class is that the rules request EDIC approved energy limiters, but EDIC type approved energy limiters do not exist for F5D until now.

At the WC the organizer supplied Neu F5D limiters like before. These were all individually checked and gave no problems.

Trevor Pierce (AUS) was asked in the F5D pilot's meeting to join the EDIC working Group as F5D expert to work on these limiters and to get approved types before the next WC.

He will also work on the EDIC document that forms the basis of the current energy limiters in F5D.

Better solutions need also to be found for non WC competitions, where competitors use their own limiters.

Three Euro cup competitions in F3D were held in Modena (ITA), Olomouc (CZ) and Palsboda (SWE) and had 46 competitors. The Euro cup was won by Bram Lentjes (BEL) .

For the first time an F3T Euro Cup was held with competitions in Modena (ITA), St Petersburg (RUS) and Blatna (CZE) and had 59 competitors . The Euro Cp F3T was won by Paolo Mucedola (ITA)

The ongoing (not fully systematical) analysis of ground impact positions at the WC and other competitions due to crashes and mid-air collisions confirmed earlier findings; there were no crashes in the safety- and pilot-areas.

There is still a tendency that the number of crashes and mid-air collisions at World Championships decrease in numbers, probably due to developments in model construction, equipment and pilot skills.

From the data there is no reason to modify the safety areas in the rules. This is as well for the pilots area as for the pits and judges positions and also for the spectators areas.

The F3T approvals committee, chaired by Barrie Lever (GBR) had 3 new models under study in 2019.

Approvals have delays because designers try to stretch the rules as much they are allowed, which makes the work for the approvals committee not so easy.

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