

## **Report by the FAI Jury**

on the

### **1st FAI World Championship for Indoor Aerobatic Model Aircraft**

#### **Class F3P**

**Coburg, Germany**

**February 02 – 09, 2013**

#### **General**

This very successful and enjoyable World Championship, the first ever in Class F3P, was organised and executed by the Deutscher Aero Club e.V. (DAeC) and the Aeroclub Coburg from February 02 to 09, 2013. The ideal facilities of the indoor sport stadium HUK-Arena offered excellent flying conditions for the 49 competitors from 15 nations. Teams from Canada, Japan, and South Africa complemented teams from various European Countries, comprising 12 Juniors in total. The number of Finalists resulted in ten (10).

#### **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. Team Manager Meetings were held prior to the preliminary rounds and prior to the Finals.

#### **Accommodation**

Teams were accommodated in hotels not far from the competition site. Judges, officials and staff were booked in a separate hotel of high standard, while daily transportation to and from the competition site as well as to dinner places was organized with mini-buses available at all times. Deeply appreciated was the availability of high class breakfasts from 06:30 a.m. at the hotel. Lunches were served directly on the competition site by a professional catering provider, while dinners were organised in various restaurants across the city of Coburg. For each dinner the organiser offered the amount of EUR 20.— to each one of the Judges and Juries, which was more than sufficient to cover respective cost.

#### **Practice**

There were eight (8) official practice flights offered to each competitor before the Preliminary Rounds started and eight (8) additional practice flights to the finalists before the Finals Rounds. All practice flights were performed on the competition site HUK-Arena, so, that competitors could sufficiently adjust their flying to the dimensions and circumstances given by that hall.

#### **Competition Site**

There was one (1) flightline in the HUK-Arena hall, perfectly prepared with all the necessary layout limitations marked in well visible lines. The procedures regarding model processing, storage of model aircraft, access to the flightline, conference rooms, etc. were explained thoroughly to team managers and judges well before the beginning of the competition. Walkways were marked clearly by signs and the flight line was organised by the help of loudspeaker announcements. During the score flights the organiser cared well to keep silence and to leave access doors to the hall closed, as to avoid any possible disturbances of the competitors.

#### **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.



### **Organisation and Execution**

The entire championship was conducted in a highly professional way with excellent preparation of all the various processes involved. On top, the atmosphere was very friendly and relaxed, providing a highly enjoyable event. The flight line was organised flawlessly and all competitors were called through loudspeakers well in time to prepare and enter the ready box. As a courtesy the organiser offered a short trim-flight to every competitor, shortly before each score flight. At the first Team Manager Meeting, the Jury explained that procedure and obtained the unanimous consent by the Team Managers. The starting schedule was maintained through all days, so, one full round was flown on each morning and afternoon of two (2) days scheduled for Preliminaries, as it was kept to the flight plans on the Finals day with three (3) flights in the afternoon. Consequently the reserve day stayed free for judges' briefing and teams to prepare and train for the Finals Manoeuvre Schedule. The organiser proposed a starting order of 1/3 down and 2/3 down the flight draw for Finals Rounds two and three, which was backed by the Jury, since the FAI Sporting Code does not request any other method for the three (3) Finals Rounds.

Judges and scribes were placed along and behind the security line on elevated podiums, as to have the best view of the manoeuvres. 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. Some bi-planes competed with mostly monoplanes of all various designs with an obvious strong focus on lightweight construction. A remarkable variety of counter-rotating/double propeller systems were employed as propulsion sources.

### **Public Relation**

The event was reported and covered almost daily in local newspapers and numerous pictures were taken by professional photographers. The event's website ([www.indoorwm.de](http://www.indoorwm.de)) was updated currently and scores, results, and picture galleries published right away. There was also video live streaming provided for the Finals. On top, regional and Bavarian TV broadcast was performed at key times giving the event a supraregional public attention.

### **Conduct of Jury and Judges**

There was no protest filed throughout the entire event, a fine proof of the perfect organisation and conduct. All three (3) Jury members were present and available on site at all times.

Two (2) panels of five (5) Judges each were appointed for the Preliminaries, and one (1) panel of ten (10) Judges for the Finals. A reserve judge was present on spot, 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. Two (2) warm-up flights for judges were made by non-competing pilots at any judge panel's start of duty in the mornings of the Preliminary Rounds. For the Finals, two (2) warm-up flights were conducted by competitors ranked 11th and 12th.

The judging evaluation showed only very mild bias in a few cases. 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 in a historical building named „Orangerie Rosenau“ with teams of each nation passing the guests of honorary and officials 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 competition site HUK-Arena where medals and diplomas were awarded to the winners. It was followed by an excellent banquet 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 World Championship was very well organised and professionally executed with no deviation from the FAI Sporting Code being noticed. The Jury declared the results of this World Championship as correct and valid.

For future F3P Championships it may be advisable to reduce the number of official training flights. This might result in a reduction of the overall number of event days.

The Deutscher Aero Club e.V. (DAeC), the Aeroclub Coburg, and the organising team are to be congratulated for an excellent performance and event.

The FAI Jury:



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



Antonis Papadopoulos (Greece) CIAM President  
Jury report read and approved



Emil Giezendanner (Switzerland) CIAM Chairman Subcommittee F5 Radio Control Electrics  
Jury report read and approved