

## **Report by the FAI Jury**

on the

### **FAI F3P World Championship for Indoor Aerobatic Model Aircraft**

**Pruszkow, Poland  
March 14-21, 2015**

#### **General**

This very successful and enjoyable World Championship, was organised and executed by the Aero Club of Poland and the BEMOWO Cultural Centre from March 14-21, 2015. The ideal facilities of the indoor velodrome BGZ-Arena offered excellent flying conditions for the 54 competitors from 17 nations. Teams from Canada, Japan, and the U.S.A. complemented teams from various European countries, comprising eleven (11) Juniors in total. The number of finalists resulted in fourteen (14).

#### **Information**

All necessary and helpful information was communicated to teams through two (2) 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**

Most teams, judges, officials and staff were accommodated in a hotel of high standard and in walking distance from the competition site. Early breakfasts, lunches and dinners of high quality were served at the same hotel making the stay very comfortable to everybody.

#### **Practice**

There were official practice flights offered to each competitor before the preliminary rounds started and additional practice flights were offered to the finalists before the final rounds. All practice flights were performed on the competition site BGZ-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 BGZ-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 laptop computers and a large, well visible wireless timing display. 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 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 well and all competitors were called well in time to prepare and enter the ready box. At the first Team Manager Meeting, the Jury explained all relevant procedures and the flight draw for the preliminary rounds was performed. 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 morning. Consequently the reserve day stayed free for judges' briefing and teams to prepare and train for the finals manoeuvre schedule.

The flight draw for the finals rounds was performed at the Team Manager Meeting after the finalists were determined.

Judges and scribes were placed along and behind the safety line, partly on an elevated podium, as to have the best view of the manoeuvres. There was no transmitter impound, all competitors used 2.4 GHz R/C equipment.

The scores and results were processed by the GNAMIP-Software a F3P-variant of the CIAM approved GNAMI F3A score processing system, including the TBL statistical average system and detailed assessment of judges evaluations for each round. The standard of flying skills was remarkably high. Mostly monoplanes of all various designs with a strong focus on extreme lightweight construction were entered. Amazingly slow flying speeds were realized leading to the almost full usage of the 5 min flying time allowed. This marked quite a difference compared to the previous World Championship. Counter-rotating/double propeller systems were employed as a standard of propulsion sources.

Once all seven (7) rounds of the championship had been performed the organiser conducted an additional competition, named the „Polish Challenge“ with three (3) rounds in Class F3P-AFM.

### **Public Relation**

The event was reported and covered by news media and numerous pictures were taken by professional photographers. The event's website ([www.f3p-wch2015.pl](http://www.f3p-wch2015.pl)) was updated on a daily basis and scores, results, and picture galleries published right away.

### **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 jury/judge was 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. One (1) warm-up flight for judges was made by non-competing pilots at each judge panel's start of duty in the mornings and afternoons of the preliminary rounds. For the finals, two (2) warm-up flights were conducted by competitors ranked 15th and 16th.

The judging evaluation showed only mild bias in a few cases, but with larger deviations than usually at F3A championships. 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 the BGZ-Arena 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 welcome drink and snacks were served on that evening, well attended by teams, officials, and the organising staff.

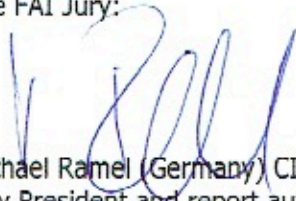
The closing ceremony took place in the BGZ-Arena again with FAI medals and diplomas being awarded to the winners. It was followed by an impressive airshow with a number of various performances, including impressive formation flights. Various other awards were given, while jury and judges received mementoes for their participation at the excellent banquet served later on in the championship hotel.

**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.

The Aero Club of Poland, the BEMOWO Culture Centre, and the organising team are to be congratulated for an excellent performance and event

The FAI Jury:

A handwritten signature in blue ink, appearing to read 'M. Ramel', is written over the printed name.

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

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

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