

Jury Report
FAI World Championship for Model Gliders 2015
class F3B
Deelen Air Force Base, The Netherlands
26th July to 2nd August 2015

This FAI World Championship for Multitask Model Gliders was organised under the leadership of the Royal Netherlands Aeronautical Association by the Arnhemse Luchtvaart Club.

Venue

The competition took place in the middle of the Deelen Air Force Base (5 km driving from the entrance). The surface of the courses was a short cut grass. The organiser prepared the marking and sighting devices for courses allowing launches in four directions according to the wind. As proved by experience during the competition the change of course required transferring of winches and such operation took almost one hour of hard work of all participants.

Participation

The Championship was entered by 57 competitors from which 6 were juniors. The competitors came from 17 countries. The reigning World Champion competed outside the national team but was included in the working team.

Organisation

Generally the World Championship was well organised. Contest Director was Mr. Wout Heijne, the Flight Line Director was Mr Joris ten Holt and his assistants were Mr. Heinz Bernd Einck and Erik Heijne. These three people efficiently ran all the competition flights. The organiser invited as timekeepers also some experienced F3B helpers from Germany. The timekeepers were not numerous still being experienced helped to run smoothly the competition flying.

For practicing of timekeepers and pilots a two day international open competition was held before the championship.

The good organisation allowed completing 6 rounds within the expected number of days. Just the rain and storm didn't allow more rounds even if the reserve day was used for flying.

Accommodation and catering

The organiser in Bulletin 2 offered 4 camping sites, 4 bungalow facilities and 9 hotels for accommodation of participants. Majority of participants stayed at hotel Postilion, which is 5 km from the Air Force Base entrance.

In a kiosk on the field it was possible to buy refreshment. For lunch, cheeseburger, frankfurter or fried potatoes were available.

Weather and Flights

27th July, the first competition day the rain lasted almost the whole day. Only three groups of the task A (Duration) Round 1 were flown in the morning. The rain showers started shortly after the start of the flights and didn't allow flying. The organiser, with the help of all participants prepared a new course setup closer to the main tent. At 13.30 the Contest Director taking in account the weather forecast announced no more flying for the day.

28th July, the second competition day. At 8.30 the CD called the 4th group to the winches. First two models disappeared in clouds, therefore the flying was cancelled. There were rain showers during the morning. The flying started again around noon. After two groups, it was shortly interrupted for rain. Then the weather allowed to fly without interruption even if the wind speed increased up to 7 m/s with gusts up to 10 m/s. The task B R1

was finished at 15.30. Then the task C R1 continued. At 6.30 the task A R2 started. Only one group was able to fly. Then the rain started again.

29th July, the third competition day. In the morning blue sky. But after two groups of A R2, a heavy rain and thunderstorm started. One group currently flying was influenced by the rain. Two pilots landed far away, one of them in the trees. Some models were not timed, some have not been measured for landing. Therefore the group flew again. Complaint of the USA TM was solved by counting both results. The task was once more interrupted by rain. At 12 task B R2 should start, but the signalling device didn't work, because of humidity. The system was replaced by Czech equipment. At 12.30 the task B R2 started. Finished at 14.25. Then the task C R2 followed. The wind was in average 6 m/s with maximum 13 m/s. Task C R2, being interrupted three times for 2 to 5 minutes, was finished at 17.40. At the end the average wind speed was 7.1 m/s and maximum 14.5 m/s. Then the course was moved by 90°. It took about one hour. The task A R3 started at 18.40 and was interrupted at 19.15.

30th July, the fourth competition day. In the morning blue sky. Wind SW 4 m/s. 4th group A R3 started at 8.00 and the task A R3 finished at 8.45. Then the Task C R3 started. The USA TM lodged a protest dealing with task C of round 2. The protest was not accepted by thy jury, with reference to paragraph B.18.2 b), which requires immediate lodging of a protest. Around 10.30, the rain caused a break in task C R3. After the rain (at 11.15) the CD decided to divide the competitors in three groups of 19 pilots (as was agreed at the first TM Meeting). The task C R3 finished at 12.00. The distance task B R3 started immediately. It was interrupted by rain showers many times. The task B R3 was finished at about 14.35 and the task C R4 followed. Task C R4 was finished at 17.05. The signalling system showed a failure but was still able to work with the speed box connected. The task B R4 started at 17.20 and finished at 19.30. Lots of reflies were flown, 2 pilots because of mid-air collision.

31st July, the fifth competition day. In the morning blue sky. No wind. The course oriented to NW. Task A R4 started at 8.00 and finished at 9.30. Task A R5 started at 9.40 into the same conditions. Task A R5 finished at 11.10. In general it was no wind, but thermal gusts produced average wind speed 1.7 m/s with maximum 5 m/s. Clouds were 4/8. Wind coming from changing directions required also change of launching directions. The CD therefore opened the alternate winch course in the opposite direction (SE). Competitors moved some of their winches to the new direction. Task C R5 started at 11.30 and finished at 14.00. Task B R5 started at 14.15 and finished at 18.50.

1st August, the sixth competition day. In the morning again blue sky, light breeze from SE. The task A R6 started at 8.00 and finished at 9.35. After the break for computing the starting order for task C R6 the task started at 10.30 and finished at 13.15. The weather was calm and there were only high altitude thin clouds in the sky.

Safety

The organiser marked all parts of the safety area by flags or tapes. No serious safety problems appeared during the World Championship.

Processing

For all model gliders entering the championship the nose radius, the towhook, the empty weight and the correct markings were checked and stamped. The organiser checked also receivers used in the model glider, to avoid using receivers with built-in accelerometers. The winches which were expected to be used in competition were marked with labels (6 for each working team). The organiser offered an official measuring set for checking the winches before the competition (self-service). During the competition the model gliders and winches were then randomly checked by a qualified official. After the last task the model gliders of the best seniors and juniors were checked and approved.

Opening and closing ceremony

The opening ceremony took place on the field and was rather short. No public-address system was available. The event organiser introduced all pilots, team managers and helpers, country after country. Then the Jury President welcomed all participants and declared the World Championship open.

Because all activities took place in the middle of the closed military area, no on beforehand announced public was allowed to come, no media were present and no flags were hanging out during the Championship.

The closing ceremony with awarding of medals and diplomas took place on Saturday afternoon on the field. Again no flags were on display. The FAI flag was presented by two jury members. No flags were raised for the winning individuals and teams. Overall the level of dignity expected for a formal closing ceremony of a World Championship was not reached. The banquet in the big tent on the field started at 4 pm. At 6 pm at the same place the prize giving ceremony took place. All FAI medals were presented, as well as both FAI trophies, which were polished by the organizer and looked in good condition. In addition the organiser prepared a special valuable trophy for the junior champion. FAI diplomas were presented to first ten seniors, first three juniors and first senior team. After some marking errors, not enough diplomas were available to deliver to all teams in the first three positions.

Protests

There was one formal protest submitted during the championship. The Italian pilot Daniele Amici claimed for a lack of visual signalling at the end of the third lap of a distance flight on July 29th. After hearing the contest director, the official helper in charge of signalling at base B and the Italian team manager, the Jury rejected the protest on the basis that the audio and the lap counting devices effectively functioned when the model passed base B. There was no doubt about the proper functioning of the signalling system.

A protest of the USA TM was not accepted by the Jury, because it concerned a task flown on the previous day.

Contest information

In addition to Bulletin 1 which was distributed to NACs in due time Bulletin 2 containing more useful information was displayed on the championship website

At the first Team Manager Meeting the basic information about the competition was given. The arrangement of prepared launch courses was extensively discussed. Short Team Manager Meetings were called together each day.

An internet connection was not available on the field. In general the transfer of information to official page during the competition days was delayed. The result of first two rounds appeared on the official web page only the third day of competition. Also the final results were displayed with one day delay. The team results were not published at all.

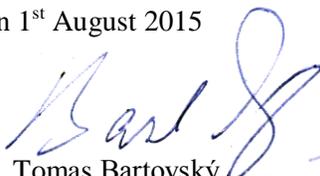
Future of the F3B Class

There was no sufficient time left for a technical meeting. Just on Tuesday during a rain break, Martin Weberschock took the initiative and appealed to all participants to prepare proposals for maintaining the high level of this class in the future. Finally Thomas Dylla was appointed as coordinator of a working group and all participants were invited to nominate one representative from each country to this group.

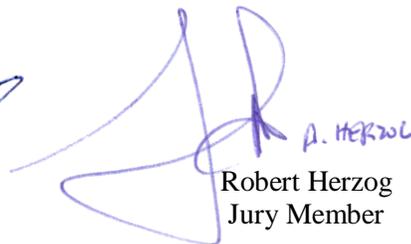
Conclusion

In the opinion of the FAI Jury, this was a successful World Championship carried out in a friendly atmosphere. The organisers are to be commended for preparing and running this event in sometimes challenging conditions.

Deelen 1st August 2015



Tomas Bartovský
Jury president



Robert Herzog
Jury Member



Peter Keim
Jury Member