



DEUTSCHER AERO CLUB E.V.

Mitglied der Fédération Aéronautique Internationale und des Deutschen Olympischen Sportbundes

BUNDESKOMMISSION MODELLFLUG – SA SEGELFLUG

www.modellflug-im-daec.de



2018 FAI F3F World Championship for Model Gliders Kap Arkona / Germany October 7th – 13th 2018

wm2018.f3f.de

Bulletin 2



Type of Event: World Championship

Event Classification: 1st Category Event

Title of Event: 2018 FAI F3F World Championship
for Model Gliders

Date of Event: October 7th – 13th 2018

Location: Kap Arkona / Isle of Rügen / Baltic Sea

Organizer: German Aero Club (DAeC)
Bundeskommision Modellflug (Aeromodelling Commission)
Sub-Committee Soaring Classes

Patronage: Mr. Ralf Drescher (CDU), District Administrator

Official homepage: wm2018.f3f.de

Organization Director on behalf of the Aeromodelling Commission of the DAeC:

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Contest Director on behalf of the Aeromodelling Commission of the DAeC:

Armin Hartzitz
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Participation

Following teams have been registered:

Item	Nation	Senior pilots	Junior pilots	Helpers
1	AUS	3		1
2	AUT	3		2
3	CZE	3		
4	DEN	3		1
5	ESP	3	1	
6	FIN	3		1
7	FRA	3		1
8	GBR	3		1
9	GER	3		1
10	HKG	3		
11	ISL	3		
12	NED	3		
13	NOR	3		1
14	POL	3	1	
15	SGP	2		
16	SUI	3		
17	SVK	3		
18	TPE	3		
19	UKR	3	1	1
20	USA	3		
21	VEN	1		
Total		60	3	10

FAI-Jury

Antonis Papadopoulos, GRC, Jury President (CIAM President)
Ralf Decker, GER, Member (CIAM S/C Soaring)
Jakub Bury, POL, Member
Tomas Bartovsky, CZE, (Reserve)
Jakub Drmla, SVK, (Reserve)

Competition Rules

FAI Sporting Code Section 4, Aeromodelling-CIAM General Rules, 2018 Edition,
Section C, CIAM General Rules for International Contests
https://www.fai.org/sites/default/files/documents/sc4_vol_ciam_general_rules_18v1.1.pdf

Anti-Doping rules of the NADA and WADA
<https://www.nada.de>, <https://www.wada-ama.org/>

FAI Sporting Code Section 4, Aeromodelling, Volume F3 Radio Control Soaring Model Aircraft, 2018 Edition, Part Five, 5.8.ff Class F3F
https://www.fai.org/sites/default/files/documents/sc4_vol_f3_soaring_18.pdf

Local Rules and Clarifications

5.8.2. Characteristics of Radio Controlled Slope Gliders

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If the weather conditions (high wind speed) suggest, the organization reserves the right to weigh the models of the top 5 positioned pilots, as well as the models of other randomly selected pilots, immediately after landing to determine the flight mass and to check the permissible surface load.

5.8.3. Competitor and Helpers:

The competitor must operate his radio equipment personally. Each competitor is permitted one helper **at a time**. The helper is only to assist and advise the competitor until the model is passing Base A **in the direction to Base B** for the first time and after the timed flight is completed. **An additional launch helper might be permitted by the CD in case of strong wind conditions.**

5.8.5. Number of Attempts:

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The re-flight shall happen as soon as possible considering the local conditions and the radio frequencies. ~~If possible, the model aircraft can stay airborne and has to be brought to launching height, launching speed and launching position before the new 30-second period is started by the judge.~~ **> The model has to be landed**

5.8.6. Cancellation of a Flight:

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~~h) any part of the model aircraft fails to pass above a horizontal plane, level with the starting area, within five seconds of exiting the course.~~ **> not in effect due to the height of the cliffs**

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5.8.7. Organisation of Starts:

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~~If the model has not entered the speed course within the thirty (30) seconds, this is to be announced by the judges.~~ **> Only countdown by the timing system applies**

5.8.8. Task:

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In case the model is not visible for the judge at the moment of passing the respective base, the signal will be given as soon as the model becomes visible after having passed the base. **> This sort of "late signal" will not be accepted as a reason for a re-flight.**

5.8.10. Safety:

will be in effect as newly approved in CIAM Plenary Meeting 27./28.04.2018, please see:

https://www.fai.org/sites/default/files/documents/ciam_2018_plenary_minutes_final.pdf

The sighting device used for judging the turns must be placed in a safe position. The organiser must clearly mark a safety line representing a vertical plane which separates the speed course for the timed flight (from leaving the hand until completing the scored flight) from the area where judges, other officials, competitors and spectators stay. Crossing or multiple crossing the safety plane by any part of the intact model in direction to the safety area during the timed flight will be penalised by 100 points. The organiser must appoint one (1) judge to observe, using an optical sighting device, any crossing of the safety plane. Additionally the organiser must clearly mark the boundary between the landing area and the safety area assigned for other activities. After release of the

model from the hand of the competitor or helper, any contact of the model with any object (earth, car, stick, plant, etc) within the safety area will be penalised by 100 points. Contact with a person within the safety area will be penalised by 1000 points. The number of contacts does not matter (maximum one penalty). If there was an additional penalty of 100 points because of crossing the safety plane only 1000 points will be deducted. The penalty will be a deduction of 100 or 1000 points from the competitor's final score and shall be listed on the score sheet of the round in which the penalty was applied.

Additionally:

Flying in restricted areas, i.e. over the premises of Rehbergort near Dranske will be penalized by 100 points. Landing within or behind these premises will result in 1000 penalty points and zero points for the flight for missing the landing area (5.8.6.f).

The CD reserves the right to define and announce additional airspace and landing area restrictions if needed.

Upon completion of the flight task

- the model must not re-enter the course, unless the pilot gets explicit permission from the CD

- the model must be landed as soon as possible in the designated landing area, DS and aerobatics are prohibited.

Violators will be penalized by 100 points.

Flying on the slope before and after the competition is strictly forbidden. Violators will be penalized by 100 points.

> N.B.: Collected penalties remain and will not be discarded in case of cancellation of the respective group or round.

5.8.17. Weather Conditions and interruptions:

A round in progress must be interrupted if:

a) the wind speed is below three (3) m/sec or more than twenty five (25) m/sec for at least twenty (20) **consecutive** seconds two (2) meters above the ground at the flight-line.

b) the direction of the wind constantly, **i.e. twenty (20) consecutive seconds**, deviates more than 45° from a line perpendicular to the main direction of the speed course.

c) In the case of rain.

d) at nightfall

If these conditions arise during the flight the contest director must interrupt the contest and the competitor is entitled to a re-flight. ***> As soon as the CD informs the pilot about low conditions, the pilot must immediately vote for re-flight or not.***

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Others:

1. Provisional re-flight:

In case a protest for a re-flight cannot be decided by the jury before the end of the running round, the concerned pilot will obtain a provisional re-flight (with all consequences regarding penalties) at the end of the round in order to achieve a countable score. The jury will decide as soon as possible whether the original score or the score of the re-flight will count. After carrying out the provisional re-flight, the protest cannot be withdrawn.

2. Zero-pilot:

In order to increase fairness towards the first pilots in the morning of each day, we will assign a “zero-pilot” to fly the task test-wise without score. The nation the zero-pilot comes from will be drawn randomly. The particular pilot will be appointed by the respective TM.

Following slopes will be used:



„Turbulator“ Dranske (W – SW) 4
protected area



„Windtunnel“ Kreptitz (W-NW-N) 3
protected area



Eastslope Vitt (E-SE) **1**
„Goorer Berg“ Goor (S-SW) **2**



Driving to parking near the slope “Vitt” **(2)** is only allowed with the parking permission-cards, issued during the training week in the Hotel “Kap Arkona”. Detailed layouts of the flying sites will be presented during the Team Manager meeting.

Environmental Awareness

Questions about environmental protection on the baltic coast of Rügen have a high priority. It is one key figure of our sport, that some of the best spots on earth also are located in protected areas like some of the best ones here on Rügen.

During the preparation of the competition it was and is a big effort to get the special permit from the local environmental protection agency. We are required to make a detailed environmental monitoring with the help of a certified environmental office. This is connected with the tightest rules we have to follow since the start of our activity on Rügen over 20 years ago.

The above mentioned slopes will be open for training from 01st October to 5th October 2018, so all teams have the opportunity to train for the event.

All participants are asked to refrain from flying outside of these dates and locations, especially other locations on Rügen like the “Nordwestufer Wittow”, “Biosphärenreservat Südost-Rügen”, “Nationalpark Jasmund” or “Nationalpark Vorpommersche Boddenlandschaft”. Registered violations will be connected not only to the pilot but more importantly to us, the organizer. The approval of exception may be called back immediately by the environmental agency, if such violations occur. If participants do violate this, they are directly harming the future of our sport on the island of Rügen. We are required to monitor the participants to follow these rules, given in the special permit.

We ask your understanding and for your support to secure the future of F3F on the island of Rügen.

Frequencies

2.4 GHz transmitters must fulfil European Standard EN 300328. The maximum equivalent emission power EIRP is 100mW peak. The transmitter must be CE marked and bear the declaration of conformity. Other transmitters for model aircraft must use the legal frequencies approved by the German “Federal Network Agency” (Bundesnetzagentur) in the 35 MHz-Band.

Complaint and Protest

Team Managers are entitled to file a complaint or to lodge a protest (SC4 Vol General Rules C20.1 and 20.2). Protest fee as stated in SC4 Vol General Rules C.20.2: 50,00 €. If the protest is upheld the deposit will be returned.

Anti-doping

In case a competitor must take any of the substances listed on the 2018 WADA Prohibited List for medical treatment he/she must bear a Therapeutic Use Exemption from the FAI, applied for no later than 21 days before the event. All participants of the F3F event shall assure their acceptance of the FAI Anti-Doping Rules with their signature on the "Acknowledgement and Agreement" form.

FAI Sporting Licence

Each competitor and team manager must possess a valid FAI Sporting Licence. This licence must be registered in the FAI licences database.

The holder of a FAI Sporting Licence may be required to produce an official document bearing his photograph and signature as proof of identity.

FAI Model Certificates

Every participant must show a valid certificate issued by his/her National Federation (see FAI SC4 General Rules C.12) for every model. Models without certificate will be registered by the organizer for € 8.00 per model.

Awards

The World Champion receives the Trophy "Kap Arkona" (current holder: Thorsten Folkers, GER). FAI medals will be awarded to the first three individual places for Senior and Junior pilots. FAI Medals will also be awarded to the first three Teams (Competitors and their Team Managers). FAI diplomas for the first three Individuals and Teams, all other Competitors will receive diplomas of the inviting NAC.

Official Language

The official language is English.

Insurance

The participants are advised to have their own insurance for theft, goods, accident and medical. The organizers will provide third party insurance coverage for all pilots for model accidents involving injury to others and damage to property. The organizers are not responsible for any other injury, loss, theft or damage to persons or property.

WiFi

The competition data (current pilot, run times and split times, live ranking, etc.) will be available via WiFi on the slope. The WiFi is broadcasted on the 5GHz band and will be accessible exclusively to Android devices.

Time Schedule

Monday 1st – Thursday 4th

Training days

Friday October 5th

Training day

9:00 am – 06:00 pm

Registration and processing in the headquarter

Saturday October 6th

Arrival

08:00 am

09:00 am – 06:00 pm

08:30 pm – 10:00 pm

Briefing **FAI-World-Cup “German Open F3F”** at Rügenhof

FAI-World-Cup “German Open F3F” 1st day

Registration and processing in the headquarter

Sunday October 7th

Arrival

08:00 am

09:00 am – 03:00 pm

09:00 am – 06:00 pm

05:00 pm

07:30 pm

08:00 pm

Briefing **FAI-World-Cup “German Open F3F”** at Rügenhof

FAI-World-Cup “German Open F3F” 2nd day

Registration and processing in the headquarter

Team Manager Meeting in the Headquarter

prize-giving **FAI-World-Cup German Open F3F**

Opening Ceremony “LIGHTHOUSE ON FIRE 2”

with reception of all teams at Lighthouse Kap Arkona

Opening Dinner-Banquet at Rügenhof

Afterwards:

Monday October 8th

09:00 am – 06:00 pm

Rounds

Tuesday October 9th

09:00 am – 06:00 pm

Rounds

Wednesday October 10th

09:00 am – 06:00 pm

Rounds

Thursday October 11th

09:00 am – 06:00 pm

Rounds

Friday October 12th

09:00 am – 06:00 pm

Rounds

Saturday October 13th

09:00 am – 12:00 am

03:30 pm

06:00 pm

06:30 pm

Rounds

bus ride to Sassnitz

Prize Giving Ceremony

Dinner-Banquet

Banquets

Will take place Sunday October 7th, from 09:00 pm hours after the opening ceremony and Saturday October 13th after the Prize giving Ceremony.

Erik Schufmann

Organizing Director, Fachreferent F3F
Bundeskommision Modellflug im DAeC

Uwe Schönlebe

Vorstandsvorsitzender
Bundeskommision Modellflug im DAeC