

Report RC pylon subcommittee 2011

In 2011 the RC pylon sub committee had 14 members, new member was mr. Tsuzuki from Japan. Discussions between members of the sub committee took place via e-mail and in small groups at the World Championship in Bundaberg (Australia). A more formal meeting at the WC was cancelled, simply because, despite good cooperation with the organizer to hold such a meeting, it proved too difficult to find a proper time during the championship.

The 2011 World championship held in Bundaberg (Australia) 10 - 15 August was very successful and was very well organized. Further information can be found in the FAI jury report.

Before and during the championship there have been numerous contacts between the organizer and the sub-committee chairman to discuss all kinds of organizational and technical matters. The organizer has done all possible to meet the FAI/CIAM requirements for a World Championship.

At this WC the new pilot's safety area (as accepted april 2011, effective from 1-1-2012) was used as a local rule after informing the teams well before the championship and after being accepted unanimously in the first team managers meeting. The new shape turned out to be an improvement over the former, circular shape.

The organizer held a TM meeting every day right after the end of the flying, which proved to be very effective to solve problems. One problem, after the CD had allowed pilots to cross the safety line for landing due to unfavorable wind conditions, led to a TM meeting, immediately after some team managers reported this. During the first available race interval the matter was solved. In the guide for organizers this way of intensive communication between CD and team managers as practiced at this championship will be strongly recommended.

An incident at this championship with a 5 second early start (mistake of caller) will lead to a rule change/clarification for early start. In the current rule it is theoretical possible to have an advantage with a very early start (more than 7 seconds), even in the case the 10% time penalty is applied.

Three Euro cup competitions were held in Siziano (I), Melnik (CZ), and Ballenstedt (GER), which had 62 competitors. The Euro cup was won Carlo Perella from Italy, 2nd Roberto Cavalarro from Italy, 3d Marcel Huisman from the Netherlands.

This was the first year of the use of mufflers in an F3D World Championship. The introduction was prepared in a workshop at the 2009 world championship and by an explaining document on the CIAM web site. Several exhaust systems with mufflers were tested and homologated by the sub committee and are to be published on the F3D pages of the CIAM web site. The usual way of testing now is testing with the use of an electroacoustic actuator during international and national competitions. There still existed mechanical problems with the muffled exhaust systems, but at the end of the season different new products have come on the market where the problems were solved.

At the world championship the processing of the mufflers , using the electroacoustic testing device, proved to be without problems.

The average speeds (according to the definition in the rules) has dropped approximately 4 km/h (from 241.9 km/h in 2009 to 238,0 km/h in 2011, most probably due to the use of the muffled exhaust systems. A similar tendency show the Euro Cup results.

A further reduction of size of air intake is therefore not foreseen for the next championship.

A (not 100% systematic) analysis of ground impact positions was carried out during the WC and the 3 Euro Cup competitions. The earlier data were confirmed, no crashes in the safety areas.. From these data there is reason to modify the safety areas in the rules. This is for the pilots as well as for the pits, judges and spectators areas.

The definition of (safe) landing areas by the CD before the start of a competition is now common practice.

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