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Circular July 2009

Dear Subcommittee Members and Friends,

Altogether we have a number of tasks ahead of us in order to prepare the aerobatic classes covered by the our Subcommittee to succeed in the future and this will be quite challenging.

Having called your attention, let's look what's on:

1 Events

1-1 F3A

1-1-1 World Championships 2009, August 21-29, 2009, Pombal, Portugal

<http://www.fpam.pt/WCF3A09/index.php>

Just a few weeks still to go and with 108 final entries from 39 nations, these W/C will become a huge and exciting event at a perfect and beautiful location and in the hand of an excellent and highly experienced organising team. Everybody dedicated to F3A aerobatics should be encouraged to come and experience the vibrant atmosphere of a W/C as to take advantage from the unique opportunities to watch top performances and contact the pilots from all over the globe.

I'm convinced that these W/C will become a benchmark for F3A events as it was in France in 2005.

1-1-2 European Championships 2010 August 28-September 04, 2010, Kapfenberg, Austria

<http://www.aeroclub.at/>

The preparations on this event are currently well in course and the flying field layout etc. are determined already. The organising team is very concerned and I'm sure that we can expect a perfectly organised E/C next year.

1-1-3 Combined Asian Oceanic Continental Championships CAOCC 2010

The award of this event is still pending, however, meanwhile we have a tentative bid from the Phillipines and a clue that China and Thailand may forward offers as well. By any means, I'm in contact with referring officials and I'd like to urge everybody involved in respective NACs to stress their official bids to the FAI and in accordance with S/C regulations. Latest by November 15, 2009 the official bid forms etc. must have been received by the FAI, so the December 2009 Bureau Meeting may vote on the award.

1-1-4 World Championships 2011, Muncie IN, USA

<http://www.modelaircraft.org/aboutama/iacuse.aspx>

Finally we'll have a W/C in the US again and at a fantastic location, the AMA's International Aeromodelling Center, home of the AMA headquarters and the National Aeromodelling Museum on perfectly developed 1000 acres of an aeromodelling park.

1-1-5 European Championships 2012

1-1-6 Combined Asian Oceanic Continental Championships CAOCC 2012

1-1-7 World Championships 2013

No bids have been delivered yet so far and offers are invited at any time.

1-1-8 World Cup 2009

Thanks to our friends from France we have the World Cup now for the 2nd year in row and I hope we can have interesting results this year again, appreciating the efforts of competitors travelling almost every summer weekend to the various contests as to collect their scores for the best possible.

1-2 F3M

1-2-1 Continental Championships

1-2-2 World Championships

The Large R/C Aerobatics Class has achieved full status now from 2010 on and Category 1 events may be organised from 2011 on. Offers for events are invited from any NAC able to cover the requirements.

1-3 F3P

1-3-1 Continental Championships

1-3-2 World Championships

The Indoor Aerobatics Class has achieved full status from 2009 on, so Category 1 events can be organised from 2011 on. The periodical system is congruent with F3A, Continental Championships in even years and World Championships in odd years.

I'd like to encourage the NACs, in first place the ones, which may be considered as the F3P breeding-places to forward bids for such events as soon as possible. Travelling F3P models may be relatively easy and should attract a large crowd of international teams should. However, the organisation may need some extra efforts regarding the availability of adequate locations and terms.

2 Sporting Code

2-1 F3A

2-1-1 Current Term

In conjunction with the CIAM Plenary Meeting 2009 there was a Technical Meeting held by the F3A Subcommittee (still with Bob as the Chairman). Issues and results of that discussion can be checked from the minutes attached to this circular and you may expect to see the rule modifications on which the Plenary Meeting has voted on in favor to appear respectively in the next issue of the 2010 S/C.

Once the 2009 competition season comes to an end, concentration will quickly move over to P11/F11 schedules and I hope we will not face too many uncertainties or bugs in the wording to come up. But if, please advise at soonest.

2-1-2 Next Term

Due to the current two years rule freeze regulations, the next opportunity to bring in proposals for rule development runs out by November 15th, 2010, to be voted on at the Plenary Meeting 2011. As always terms

seem to be far away as long as they don't approach quickly one day, so please cope on the current rules once in while and note down in due time what your input may be.

2-1-3 Subsequent Manoeuvre Schedules

Nevertheless, it is really time now to start the design of coming schedules P13/F13 and P15/F15. So please everybody, come up with your proposals as to discuss, verify and possibly flight test the manoeuvres and combinations suggested as long as time pressure is low. Also, wording of manoeuvre descriptions I don't like to set-up under lack of time as to avoid these typically nasty mistakes everybody has experienced confusion from once in while.

2-2 F3M

2-2-1 Current Term

Also refer to the topics treated in the CIAM Plenary Meeting 2009 and respective Technical Meeting. Nevertheless a small bug was discovered in the current rules, which I'm about to clean in collaboration with our Technical Secretary:

Page 48, Annex 5L.1.10.

delete: S_x = Score of Competitor x

set: S = Score of Competitor x

reason: logic of formula

2-2-2 Next Term and Subsequent Manoeuvre Schedules

The next opportunity to bring in proposals is the same as for F3A. Admittedly I'm not so familiar yet with the particular necessities in F3M, but I'd like to stress the specialists among us to think on rule development and coming schedules in time as well and to forward their concerns and issues, so to deal with issues less time pressure.

2-3 F3P

2-3-1 Current Term

Again, refer to the topics treated in the CIAM Plenary Meeting 2009 and respective Technical Meeting. A bit annoying are the numerous bugs discovered in the S/C Edition 2009, which I'm also about to clean-up with our Technical Secretary as far as possible:

Page 56 through 62

delete: designation of paragraphs 5M.1.1 through 5M.1.15 shouldn't use the letter "M" anymore. Also the ".1." is too much.

set: probably the paragraphs should be renamed 5.8.1 through 5.8.15

reason: F3P is official class since Jan01, 2009

Page 57, 5M.1.9, Note 1

delete: semi-final

reason: there are no semifinals, only preliminaries and finals

Page 58, 5M.1.10 c)

delete: Those selected must reflect the approximate geographical distribution and the final list...

set: Those selected (even better: appointed) must reflect the approximate geographical distribution of teams participating in the previous World Championships with the final list...

reason: sentence is incomplete "geographical distribution" of what? Complete sentence is taken from F3A page 12, 5.1.10.

(Sure, since there was no W/C in F3P yet, for the first we must make a selection based on the forecast of participating teams, but I think this may not be subject of the rule book)

Page 58, 5M.1.10 e)

delete: unknown

reason: there are no unknown schedules

Page 58, 5M.1.11. b)

delete: complete text

set: corresponding text from F3A, page 13, 5.1.11: For flights two, three and four of....time each day.
The flight order for the first round of finals...3/4 down the finals flight order.
reason: description of procedure is wrong and on top, text lacks the explanation for round four.

Page 58, 5M.1.12 a)

delete: ...that they are listed on the score sheet

set: ...that they are listed in the Sporting Code

reason: The listing in the S/C is the ruling criteria, not the score sheet. (The same issue applies to F3A, by the way)

Page 59, 5M.1.13, AP07

delete: two half rolls

set: half roll

reason: there are not two half rolls, but only one half roll

Page 59, 5M.1.13, AP08

delete: (Turn-around manoeuvre)

set: (Center manoeuvre)

reason: it is a center manoeuvre

Page 64, manoeuvre description AP10. Judging notes

insert: The altitude and distance from the security line must be constant...

reason: precisement

Page 66, manoeuvre description AF08, page 68, Aresti drawing

delete: Push to exit upright, wrong Aresti drawing

set: Pull to exit inverted, correct Aresti drawing (see attachment)

reason: this manoeuvre never has been proposed or approved this way as a turn-around manoeuvre (see previous correspondances)

Page 66, manoeuvre description AF09, page 68 Aresti drawing

delete: Push to a vertical downline..., wrong Aresti drawing

set: Pull to a vertical downline..., correct Aresti drawing

reason: consequence from previous manoeuvre AP08

2-3-2 Next Term and Subsequent Manoeuvre Schedules

The next opportunity to bring in proposals is the same as for F3A. Luckily the unfortunate disturbances over the current AP and AF schedules have been stopped and the German Championships have proved the big step forward in both, flying skills and model refinement, which these challenging schedules had called for. But again, not to face that tight time pressure we had a second time, I'd like to stress you to start work on subsequent schedules now (eventually even including unknowns), as to discuss, verify and test them in time.

Now since the F3P rules are in a good shape in general, I'd like to deal with the AM part in particular. Experiences and feedback from judges call for simplified and clearer judging criterias. Actually I seek for consulting F3M and F6 specialists for some harmonisation.

3 Strategic Issues

3-1 Subcommittee

We are now 25 members and each one of you is considered as the No. 1 technical specialist for Radio Control Aerobatics in your country, but also as the messenger from the Subcommittee to your NAC. This task should encourage to actively communicate and forward your input to the Subcommittee team, as well as to care for appropriate feedback to the Aerobatics community covered by your NAC. The success of the Subcommittee's work strongly depends on your contributions and as for myself, I'd be happy to coordinate them at best possible. On the other hand, staying absent simply means that your wishes and opinions cannot be taken in consideration.

3-2 Judges

3-2-1 Coordination between Subcommittee and Judges

Some of you Subcommittee Members are judges, but my concern goes to the crowd of all the other judges, locally an internationally, who probably cannot participate in our information stream the way they should. I think it would be desirable to set-up some direct communication link between the Subcommittee and the judges community and I'll work on that.

3-2-2 Sourcing New Judges

As we all know, the quality of F3A competitions depends substantially from the quality and skills of the judges employed. We know too that already today we have quite a shortage of judges in every NAC and consequently on international level as well. Moreover, many deserving judges will not be available forever. Today's and coming manoeuvre schedules, especially F and Unknowns, require particular concentration and skills to be judged properly. Considering the enormous efforts for models, training, qualifications and travel cost put in by competitors and teams to enable their visits to our events, we owe them appreciation by offering adequate numbers of highly skilled judges. Consequently, new judges have to be sourced, educated and trained, and as many and as soon as possible.

No worry, I'm not talking of judges to be layed-off, but to be prepared to substitute judges, who want to retire and to create more flexibility in the selection of judges. I'll pick up this issue in a separate activity as to evaluate the potential of possible judges in a first step and then go from there as per paragraph 3-3 hereunder.

3-3 Seminars, Education and Training

3-3-1 „Judges Guide“ vs. „Schedule Execution Guide“

Whenever during a seminar, training session or other opportunity I advise pilots, callers, team managers to deal with the Judges Guide, the first response is mostly wonder and surprise, because most of them think this part of the Sporting Code is for Judges only, not for them, the pilots. When I explain that the pilots better know well by which criterias they will be judged, it gets clearer. My idea is to rename the „Judges Guide“ to „Schedule Execution Guide“ to take away the psychological barrier pilots may find in the current naming. The content of the „Guide“ then can be revised in a way that it openly serves well both tasks, flying and judging.

3-3-2 Activities

Luckily many individuals dedicated to our sport take the efforts and time to conduct (judging/schedule execution) seminars on local and superregional levels. All of them deserve big appreciation from the community and I'd like to emphasize that any support of such activities, which can be delivered from the Subcommittee should be requested anytime.

Specifically seminars on an international level, like the one our member from Singapore has organised recently should find appropriate international attention. So, if anyone of you is involved in preparations of such an activity, please inform us in due time, so we can advertise and support the initiative at best.

As for myself, most of you are aware that my job requires me to live partly in Germany, partly in Thailand since almost three years. With no doubt, a perfect opportunity to care for our activities from either location and so I'm planning an „Aerobatic Academy“ seminar in collaboration with our Thai NAC, the „Royal Aeronautics Sport Association of Thailand“ and the local F3A community in conjunction with the „King's Cup“ F3A competition in mid of December 2009. (Further details and dates to be advised at soonest)

In addition to this kind of life events, we may consider to take advantage of electronic communication media and think about some kind of seminars held as video conferences over the internet, proposals invited.

3-4 Development of Sporting Code

Beyond the issues in upon Paragraph 2, I'd like you to think about long term strategic targets for our classes and how the development of the S/C should look like. For example I'm thinking about the introduction of unified F3A schedules for the advanced, which require less skills than the P-schedules and are helpful for upcoming pilots to close the gap between their current flying and the challenges to step-up to P-Schedules. Some years ago I had introduced this system in Germany, which features the basic manoeuvres of referring P-schedules, but with particular „spices“ dropped. This giving the same manoeuvre structure and sequence as a P to train the composition of the schedule, but the manoeuvres designed simpler. As an additional help such

schedules are effective one year ahead of respective P-schedule. This strategy has been adopted very well and proved to make way for a number of average pilots to manage the climb up to P-schedules. As an example the current „B10-Schedule“, in Germany effective for 2009/10 and referring to P-11 is here attached for you reference and I ask, why not make the system available superregionally?

3-5 Fund Raising and Cost Cut

None of us must think that the global economical crisis and the involving difficulties in longer distance travels etc. may not affect our sport. More than ever before, only the highest event quality will convince teams to raise and spend the funds required to compete in international events, while sponsorships are becoming tighter. Not less difficult is the fact that we may expect considerable cost increases, specifically in Europe and North America. Most Asian countries (except may be Japan) have much lower living cost compared to Western countries and personal is easily available. A substantial advantage in conducting larger competitions, which we should consider by addressing respective NACs.

The best way to budget our events in the coming years is to increase the prestige of our sport in order to attract a maximum number of competitors and appropriate sponsoring support.

Again the formula is: Utmost quality of events.

Last but not least, I wonder why we shouldn't bring events to areas where aeromodelling has started to be attractive, but precision aerobatics is still low of interest: The Emirates.
Anyone of you, who has knowledge about what is going on there, please let me know for further evaluations.

Now, you're left with this amount of topics and you may think and talk about it with your fellows, but please don't forget or hesitate with your feedback to the Subcommittee.

Best Regards

Michael Ramel

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Chairman Circular September 2009/1

Dear Subcommittee Members and Judges,

the World Championship 2009 is over and while having this exiting event still in mind, I'd like to cover the issues the Subcommittee had been working on during this time and here is the first part of it.

Strategy for aerobatic schedules: Advanced, Preliminary, Final, Unknown

In order to set up clear strategies for respective schedules we came to the following characteristics and criterias:

Advanced Schedules (A-Schedules)

Charcteristics:

- Schedules for advanced aerobatic pilots, which trains them to step up to P-Schedules.
- Determined and recommended for local contests only, not for FAI contests or championships.

Criterias:

- Same architecture (basic manoeuvres and sequence) as in corresponding P-Schedules, but with less built-in difficulties.
- Validity terms of two years, becoming effective one year ahead of corresponding P-Schedules.

Preliminary Schedules (P-Schedules)

Characteristics:

- Basic schedules for every F3A-pilot all over the world.
- Determined for local, national, and international contests and as preliminary schedules for FAI contests and competitions.

Criterias:

- Manoeuvres technically not too difficult, emphasis on geometrical accuracy and positioning.
- Manoeuvre no. 1 with basic elements to show preferred manoeuvre size and smoothness, $K \leq 4$.
- Complex manoeuvres ($K=5$) earliest as manoeuvre no. 3.
- Manoeuvres to contain all basic elements, and rolls in changing directions, integrated rolls and knife-edges only starting from low to high.
- Cross-box manoeuvres have to be combined with corresponding manoeuvres for eventual compensation of distance variations, mainly in cross wind situations.
- Just one snap-roll (in horizontal or up direction) per schedule and only in center manoeuvres.
- Maximum 3 manoeuvres $K=5$ (total $K=60$).
- Harmonic architecture of manoeuvre sequences with respect to best possible judgeability.

Final Schedules (F-Schedules)

Characteristics:

- considerably more difficult than P-Schedules.
- Determined for local, national, international, and FAI contests and competitions as fly-off, semifinal and final schedules.

Criteria:

- To contain technically difficult manoeuvres in addition to emphasis on geometrical accuracy and positioning.
- Manoeuvre no. 1 with basic elements to show preferred manoeuvre size and smoothness, $K \leq 4$.
- Complex manoeuvres ($K=5$) earliest as manoeuvre no. 3.
- Manoeuvres to contain rolling circles, rolling loops, integrated rolls and knife edges also starting from high to low.
- Cross-box manoeuvres have to be combined with corresponding manoeuvres for eventual compensation of distance variations, mainly in cross wind situations.
- Several and also multiple snap-rolls per schedule.
- Total $K=70$.
- Harmonic architecture of manoeuvre sequences with respect to best possible judgeability.

Unknown Schedules (U-Schedules)

Characteristics:

- schedules composed and made known shortly before performed by competitors.
- Determined for local, national, international and FAI contests and competitions as fly-off and final schedules. Every unknown schedule must be flown only once.

Criteria:

- Current catalogue of unknown manoeuvres has to be revised with simple manoeuvres deleted and new manoeuvres added.
- Difficulty of U-Schedules is generally considered as to be increased.
- Composition of schedules may be compiled automatically by random selection in a computer program using the manoeuvre catalogue as a database and the additional selection criteria applicable. Study on feasibility has been launched in the meantime.

Judges Guide vs. Manoeuvre Execution Guide

I'll work out a proposal to give the Guide a new name with modified wording as to hopefully make it better acceptable for pilots too. Actually, I'd like to see the particular issues for Manoeuvre Execution (formerly Judges) Trainings/Briefings to be planted into the Guide completely.

Particularly the criteria „PSPS“ should be visible there, but in the thoroughly discussed share of Precision 50%, Smoothness and Gracefulness 25%, Positioning 12,5%, and Size 12,5%.

Last, but not least, expressing thanks for their valuable contributions in alphabetical order to Bob Ailles, Sigi Beck, Noel Barrett, Jean-Yves Castermans, Harry Ells, Ola Fremming, Franz Hauer, Antonio José Lejarza, André Lozach, Don Ramsey, Anders Rasmussen, Bob Romijn, Christo Rust, Bernhard Schaden, Bengt-Eric Söderström, Tom Eric Soerensen, Jutta Uhlig, Peter Uhlig, and Christian Weiss.

Best Regards

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Chairman Circular September 2009/2

Dear Subcommittee Members and Judges,

here comes another result of the Subcommittee Meetings at Pombal, corrections/clarifications of manoeuvre descriptions for schedules P-11 and F-11.

I have contacted our Technical Secretary to implement the amended wording and I hope she will do it for the next Sporting Code edition.

Please note that this content is just informative and has no official character unless published in the Sporting Code.

Volume F3A, Manoeuvre Descriptions

P-11.01 line 4	...perform a 1/4 roll up ,... Reason: Unnecessary to conform with the rest of the wording.
P-11.01	Judging notes: Rolles and Stall Turns can be made in either direction. Reason: Clarification.
P-11.07 line 1	From upright complete perform an inside loop. Perform with a fully-integrated... Reason: It is not logic to start a manoeuvre with the term „complete“, smooth wording.
P-11.08 line 3	...of a 4-pt. roll in either direction , and pull... Reason: Unnecessary, and eventually misleading in reference to other manoeuvres in which rolls can be made in either directions also, but where these words don't appear in the descriptions.
P-11.10	Judging notes: The half roll must follow immediately after the half inside loop Reason: in such cases there are always these judging notes.
P-11.13 line 1	From upright pull to complete through a half... Reason: It is not logic to start a manoeuvre with the term „complete“, smooth wording.
P-11.13 J. Notes	The lenght of the upper and lower horizontal line (including the part rolls) is equal... Reason: Precision of the judging notes.

P-11.16 line 1	From upright, push to perform through an complete outside loop... Reason: unified and smooth wording.
P-11.17 line 1	Perform 2 ¼ consecutive inverted (negative) spins, followed immediately by 2 ¼ consecutive inverted (negative) spins in the opposite directions an inverted spin of 2 ¼ consecutive turns, immediately followed by 2 ¼ consecutive turns in opposite direction. Reason: A spin includes the spin entry (from forward flight to a stalled condition). Consequently a spin cannot be followed by another spin, since the aircraft is already in stalled condition from the first spin on. The manoeuvre is meant as one spin (with one entry), but with 2 ¼ turns and another 2 ¼ turns in the opposite direction. Correct and smooth wording.
P-11.17 J. Notes	Spin Turn reversal... Reasons: Logic of the above.
F-11.02 line 1	From inverted push to complete through a half... Reason: It is not logic to start a manoeuvre with the term „complete“, smooth wording.
F-11.05 J. Notes	...downgraded, if the circle is too large and too far out far side of the circle exceeds appx. 350m away from the zero line... Reasons: Reference to Annex 5B.7.8 „Rolling Circles“ (Judges' Guide“.
F-11.07 J. Notes	The reversal of roll direction is not necessarily in the center of the manoeuvre. Reasons: Precision
F-11.09 line 1	...push to complete through an outside loop... Reason: It is not logic to start a manoeuvre with the term „complete“, smooth wording.
F-11.13 J. Notes	The reversal of roll direction is not necessarily in the center of the manoeuvre. Reasons: Precision
F-11.15 J. Notes	Snap rolls may be in either direction Reason: Unnecessary, and eventually misleading in reference to other manoeuvres in which rolls can be made in either directions also, but where these words don't appear in the descriptions.
F-11.16 J. Notes	Judging notes: 2/4-pt. roll must follow immediately after the half outside loop. Reason: in such cases there are always these judging notes.
F-11.17 J Notes	The two upper part-loops join in the center of the manoeuvre Reason: Clarification

Thank you for your attention, for any questions, please contact me anytime.

Best Regards
Michael Ramel
Chairman Subcommittee Radio Control Aerobatics