



**2022 FAI F3 WORLD CHAMPIONSHIP FOR
MODEL GLIDERS
Class F3F**

Bulletin 3

1. Office will be at Langagergård Bed and Breakfast, Bellisvej 17, 7700 Thisted
 - a. Arrival and registration according to bulletin 1

2. Model Processing
 - a. Processing is done at Langagergård. According to the rules it is possible to process a model up till one hour before the start of the championship, (Monday morning) if one of the previous processed models is lost or damaged. This Processing will be done at the slope Monday morning.
 - b. Please prepare your models for processing according to the FAI Sporting Code Section 4 Aeromodelling Volume CIAM General Rules <https://www.fai.org/page/ciam-code> at page 36 and forward. Paragraph C12.
 - c. It is the responsibility of each pilot to produce the model specification certificate according to the paragraph mentioned above
 - d. It is the responsibility of each pilot to produce the FAI model sticker according to the paragraph mentioned above
 - e. You must process your models according to the timetable below:

Nation	Day	Hour
DEN	Friday	17.00
AUS	Friday	17.20
AUT	Friday	17.40
CZE	Friday	18.00
ESP	Friday	18.20
FIN	Friday	18.40
FRA	Friday	19.00
GBR	Friday	19.20
GER	Friday	19.40
HKG	Friday	20.00
ISL	Friday	20.20
ISR	Saturday	18.00
NED	Saturday	18.20
NOR	Saturday	18.40
POL	Saturday	19.00
SUI	Saturday	19.20
SVK	Saturday	19.40
USA	Saturday	20.00



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3. European drone legislation
 - a. According to the European drone legislation a certificate is necessary to fly in the EU. Non EU citizens must acquire a certificate from this link:
<https://trainingzone.eurocontrol.int/ilp/customs/Reports/RequestForm/DACAaccount>
4. Shipment of equipment from outside the EU
 - a. Due to custom rules (VAT) it is our recommendation that you bring your equipment as luggage.
5. Flag and National anthem
 - a. Please bring them to the registration. We will use your flags at the opening ceremony at the light house of Hanstholm. Address is Tårnvej 7, 7730 Hanstholm
6. Slopes.
 - a. The slopes to be used on the following day in the precontest and the WC will be published at the website www.wcf3f.dk no later than 7.00 every morning
 - b. The following slopes are private property and may not be used before Wednesday the 28. of September
 - i. Fegge Klit, Wind dir: 140°, Height: 15m, Coordinates: 56.959408, 8.916414
 - ii. Ejsingholm, Wind dir: 255°, Height: 12m, Coordinates: 56.526939, 8.737549
7. Starting lists
 - a. For the precontest is available the contest and at https://www.f3xvault.com/?action=event&function=event_view&event_id=2507
 - b. For the world championship is available at the championship and at https://www.f3xvault.com/?action=event&function=event_view&event_id=2508
8. Pilot numbers must be worn visible to officials when flying
 - a. Contestants in the precompetition will have one number.
 - b. Contestants in the world championship will have two identical numbers for the entire championship.
9. Important telephone numbers:
 - a. Ambulance, fire, police: 112
 - b. Event Director Ragnar Petersen, +45 4052 2328



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10. CD Jan Hansen:

For the WC F3F 2022 this is our proposal to small changes and to clarify any doubts and misunderstandings of the Sporting Code 2022 edition F3F rules:

The proposals will be on the TM Meeting agenda before the WC F3F 2022 starts, to be agreed finally before the WC starts.

5.8.3:.... An additional helper for launching might be permitted by the CD in case of strong wind and/or difficult terrain

We suggest to allow all to use an additional helper for launching for the entire WC, as we do not want to judge when the wind is "strong" or when the terrain is "difficult"

5.8.7:..... The competitor is entitled to three (3) minutes of preparation time from the moment he is called to the ready box.

Only the first pilot in each round will be called to the ready box. It is the Team's own responsibility to come to the ready box, according to the Starting lists.

5.8.7 : If the model has not entered the speed course within the thirty (30) seconds, **this is to be announced**

This will be "announced" by the Timer equipment, as it is counting the 30 seconds very clearly for each pilot.

5.8.8 : The competitor's model aircraft must be visible to the appropriate judge on the turns at Bases A and B

As the rules don't mention what happens IF the model cannot be seen by the judge, We propose the following added :

If the model cannot be seen by the judge, the pilot will be given the turn signal, at the time the model aircraft is again visible outside the course, for the Base judge.

5.8.11: **Judging:** The flights are judged by **two** judges

Judging will be done by **ONE** judge only, see also next line.

5.8.11:The judges' task is to control that the flights are performed according to the rules, **to be time keepers and to ensure that the right distance is flown.**

We want to be only **ONE** judge at the course at every flight. This because the equipment is doing both the timekeeping for us and is also ensuring that the right distance is flown.

AND when there are 2 judges, just a small conversation between these, can cause an unaware moment for both, and this always happens when something goes wrong... (Murphy's law...)

When there is only **ONE** judge, he can concentrate fully on looking at the plane through the whole flight, hearing the turn signals, and there is a better chance that any mistakes (by the turn judges or the pilot...) will be judged correctly at once.

The judge will off course talk to the base judges also if something happens.

5.8.17:If these conditions arise during the flight, the competitor is entitled a reflight.



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As this line does not say WHEN the pilot has to say if he **wants** a reflight, We want to do as the following :

In case :

**-the wind speed drops below 3m/s for at least 20 seconds,
or/and**

**-the direction of the wind deviates more than 45 degrees for at least 20 seconds,
the judge will announce "CONDITIONS BELOW" to the pilot,**

**and AFTER the pilot has finished his flight, and know what time he got in the flight,
the judge will ask the pilot if he wants a re-flight or not.**

This because it will make it equal to all pilots who get conditions below the limits during the flight.

If the pilot should be asked during the flight, if he wants a re-flight or not, and answer this right away, there would be some pilots that must decide without knowing how good their flight is, and some who get the question in the last laps, and then answers after the equipment has announced the time, and thereby knowing how good the flight was.

?.?.?.? : If a round (or group) is canceled, penalties given in the canceled flights will NOT be canceled.

This was the wish from most countries at the last WC in Denmark.

BUT as the rules state in 5.8.10: "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. ", then if the last round is cancelled and never finished, we cannot place the penalties from this "non-existing" round correctly, and they will not be counted. Do you agree?

?.?.?.? The pilot must stand in the marked area during the timed flight.

This because We don't want any pilots standing flying behind one of the bases during the flight. The rules do not state this clearly, as far as I can see?

?.?.?.? Any NOT flying or helping Pilots/Helpers/Team Managers is NOT allowed to stand in front of the judges, or behind the base A or B during the rounds.

This to avoid any distraction of the Base A and B judges and the judge at the timing table.

?.?.?.? From the moment the Officials team arrives at the slope to set up the course, all flying is prohibited until competition flights begins.

?.?.?.? From the moment of the last competition flight, all flying is prohibited while the Officials takes down the course. The Officials will tell when flying is allowed.

The proposals will be discussed on the TM Meeting agenda before the WC F3F 2016 starts.



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11. Registrations:

AUS	Pilot	Tim Kullack
AUS	Pilot	John Skinner
AUS	Pilot	Mark Jensen
AUT	TM	Mario Perner
AUT	Pilot	Philipp Stary
AUT	Pilot	Lukas Gaubatz
AUT	Pilot	Martin Ziegler
CZE	Pilot	Jiří Souček
CZE	Pilot	Radovan Plch
CZE	Pilot	Daniel Vltavský
CZE	Helper	Tomáš Winkler
CZE	Helper	Filip Kalensky
DEN	TM	Brian Dylmann
DEN	Pilot	Søren Krogh
DEN	Pilot	Knud Hebsgaard
DEN	Pilot	Christian Gøbel
DEN	Junior Pilot	Mikkel Krogh Petersen
DEN	Helper	Rasmus Krogh Petersen
DEN	Helper	Lars Pedersen
ESP	TM	Andre Austen
ESP	Pilot	Iñaki Elizondo
ESP	Pilot	Alvaro Silgado
ESP	Pilot	Bernado Gómez-Mayan
FIN	Pilot	Tauno Knuuttila
FIN	Pilot	Mikko Råman
FIN	Pilot	Marko Alho
FRA	TM	Andréas Fricke
FRA	Pilot	Sébastien Lanes
FRA	Pilot	Pierre Rondel
FRA	Pilot	Jean-Bastien Deguelle
FRA	Helper	Jean-Luc Foucher
FRA	Helper	Mickael Brahier
GBR	Pilot	Andrew Burgoyne
GBR	Pilot	Mark Redsell
GBR	Pilot	Peter Gunning
GER	TM	Frank Droge
GER	Pilot	Siegfried Schedel
GER	Pilot	Erik Schufmann



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GER	Pilot	Thosten Folkers
GER	Female Pilot	Katja Holstein
HKG	Pilot	Chun Ming Angus Lee
HKG	Pilot	Dip Suen Sunny Tse
HKG	Pilot	Darren Conelly
ISL	Pilot	Sverrir Gunnlaugson
ISL	Pilot	Erlingur Erlingsson
ISL	Pilot	Gudjon Halldursson
NED	TM	Rick Ruijsink
NED	Pilot	Peter Aanen
NED	Pilot	Frits Donker Duyvis
NED	Pilot	Arjen van Vark
NED	Helper	Erik Heijne
NOR	Pilot	Espen Torp
NOR	Pilot	Bjørn Tore Hagen
NOR	Pilot	Olav Kallhovd
POL	Pilot	Andrzej Kłusek
POL	Pilot	Jerzy Mataczyno
POL	Pilot	Marcin Obruśnik
POL	Junior Pilot	Michał Głowka
SUI	Pilot	Stefan Bertschi
SUI	Pilot	Markus Meissner
SUI	Pilot	Martin Ulrich
SVK	Pilot	Róbert Bartók
SVK	Pilot	Vladimir Šimo
SVK	Pilot	Zdenko Matejka
SVK	Helper	Ladislav Vašek
USA	Pilot	Tim Traver
USA	Pilot	Loren Mills
USA	Pilot	Miguel Navarro
USA	Helper	Mark Mills

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DENMARK 2022