



**2016 FAI F3 WORLD CHAMPIONSHIP FOR  
MODEL GLIDERS  
Class F3F**

## Bulletin 3

1. Office will be at Vigsø Feriescenter, Vigsø Bugt Vej 1, 7730 Hanstholm
  - a. Arrival and registration according to bulletin 1
  
2. Model Processing
  - a. Processing is done at Vigsø feriecenter. 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 ABR <http://www.fai.org/ciam-documents> at page 40 and forward
  - c. It is the responsibility of each pilot to produce the model specification certificate according to the ABR mentioned above, at page 44
  - d. It is the responsibility of each pilot to produce the FAI model sticker according to the ABR mentioned above, at page 45
  - e. You must process your models according to the time table 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
SIN	Saturday	19.20
SUI	Saturday	19.40
SVK	Saturday	20.00
USA	Saturday	20.20
VEN	Saturday	20.40



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3. Shipment of equipment from outside the EU
  - a. Due to custom rules (VAT) it is our recommendation that you bring your equipment as luggage.
4. Flag and National anthem
  - a. Please bring them to the registration. We will use your flags at the opening ceremony in Vigsø
5. 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](http://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
6. Starting lists
  - a. For the precontest is available the contest and at [http://www.f3xvault.com/?action=event&function=event\\_view&event\\_id=815](http://www.f3xvault.com/?action=event&function=event_view&event_id=815)
  - b. For the world championship is available at the championship and at [http://www.f3xvault.com/?action=event&function=event\\_view&event\\_id=816](http://www.f3xvault.com/?action=event&function=event_view&event_id=816)
7. 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 three identical numbers for the entire championship.
8. Important telephone numbers:
  - a. Ambulance, fire, police: 112
  - b. Event Director Regnar Petersen, +45 4052 2328

*WORLD  
CHAMPIONSHIP  
DENMARK 2016*



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9. CD Jan Hansen: For the WC F3F 2016 this is our proposal to small changes and to clarify any doubts and misunderstandings of the Sporting Code 2016 edition F3F rules:

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

5.8.3 : ..... The helper is only to assist and advise the competitor until **the model is passing Base A for the first time** and after the timed flight is completed.

The highlighted text is to be understood as : **The model is passing Base A for the first time in the direction of base B**

5.8.5: .....**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.

As this very often WILL be possible, BUT the launching height, launching speed and launching position, all are very hard to decide if they are OK, The pilot ALWAYS has to land his aircraft before he get his reflight.

5.8.5 : ..... The re-flight shall happen **as soon as possible** considering the local conditions and the radio frequencies.....

The highlighted text is to be understood as : **After landing, the pilot immediately goes to the ready-box and is queuing for his reflight, behind the pilots that already are in the ready-box.**

5.8.7 : ..... If the model has not entered the speed course within the 30 seconds, **this is to be announced by the judges.**

This will NOT be announced by the judges, as the Timer equipment 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 rule, **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 un-aware moment for both, and this always happens when something goes wrong... (Murphy's law...)



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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 judged also if something happens.

5.8.16: .....b) the direction of the wind **constantly** deviates more than 45 degr. From a line perpendicular to the main direction of the speed course.

As "constantly" can be any time period, depending on who you ask, We will replace the word constantly with : "for at least 20 seconds"

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

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

***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 there 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 also be canceled.**

This because if a round is started over many times due to problems with weather, equipment, etc. . I have seen before some of the first pilots got 2 or 3 times penalties, even before others did not had the "chance" to get any penalties...

And imaging the very last round being canceled, and not flown again, then some could get penalties, with someone not even getting the "chance" to get any penalties....

**?.?.?.? 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.

**?.?.?.? Any NOT flying or helping Pilots/Helpers/Team Managers should NOT 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.



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?.?.? From the moment the Helper 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 helper takes down the course. The helpers will tell when flying is allowed.

10. Registrations:

Nation	Nat. ID	Mark	Role	Surname	Name
Australia	AUS	AUS	Competitor	Marshall	Paul
Australia	AUS	AUS	Competitor	Meester	Edward
Australia	AUS	AUS	Competitor	Kullack	Tim
Austria	AUT	AUT	TM Senior	Perner	Mario
Austria	AUT	AUT	Competitor	Gaubatz	Lukas
Austria	AUT	AUT	Competitor	Prasch	Franz
Austria	AUT	AUT	Competitor	Ziegler	Martin
Czech Republic	CZE	CZE	Competitor	Kalensky	Filip
Czech Republic	CZE	CZE	Competitor	Plch	Radovan
Czech Republic	CZE	CZE	Competitor	Soucek	Jiri
Denmark	DEN	DEN	Competitor	Krogh	Søren
Denmark	DEN	DEN	Competitor	Hebsgaard	Knud
Denmark	DEN	DEN	Competitor	Nielsen	Kaj Henning
Denmark	DEN	DEN	Helper	Pedersen	Lars
Denmark	DEN	DEN	Helper	Nielsen	Benthe
Spain	ESP	ESP	Competitor	Alvarez Fernandez	Jose Luis
Spain	ESP	ESP	Competitor	Silgado	Alvaro
Spain	ESP	ESP	Competitor	Elizondo Casado	Iñaki
Finland	FIN	FIN	Competitor	Keinonen	Mika
Finland	FIN	FIN	Competitor	Råman	Mikko
Finland	FIN	FIN	Competitor	Alho	Marko
France	FRA	FRA	TM Senior	Fricke	Andréas
France	FRA	FRA	Competitor	Rondel	Pierre
France	FRA	FRA	Competitor	Lanes	Philippe
France	FRA	FRA	Competitor	Gabanon	Aubry
France	FRA	FRA	Competitor	Kugler	Lucas
France	FRA	FRA	Helper	Poignard	Thierry
United Kingdom	GBR	GBR	TM Senior	Phillips	John
United Kingdom	GBR	GBR	Competitor	Newnham	Martin
United Kingdom	GBR	GBR	Competitor	Redsell	Mark
United Kingdom	GBR	GBR	Competitor	Thornton	Simon
Germany	GER	GER	TM Senior	Reik	Tobias



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Germany	GER	Competitor	Borchert	Helge
Germany	GER	Competitor	Folkers	Torsten
Germany	GER	Competitor	Schedel	Siegfried
Hong Kong, China	HKG	Competitor	Chan	Stanley, Cheung-Fat
Hong Kong, China	HKG	Competitor	Lee	Amgus, Chun-Ming
Hong Kong, China	HKG	Competitor	Ho	Kwok-Wai
Iceland	ISL	Competitor	Gunnlaugsson	Sverrir
Iceland	ISL	Competitor	Halldórsson	Guðjón
Iceland	ISL	Helper	Finnbogason	Árni
Iceland	ISL	Helper	Agnarsson	Steinþór
Iceland	ISL	Helper	Sigursteinsson	Eysteinn
Israel	ISR	Competitor	Ofek	Israel
Netherlands	NED	TM Senior	Ruijsink	Rick
Netherlands	NED	Competitor	Donker Duyvis	Fits
Netherlands	NED	Competitor	Aanen	Peter
Netherlands	NED	Competitor	Heine	Erik
Netherlands	NED	Competitor, junior	de Vrueh	Max
Netherlands	NED	Helper	van Vark	Arjen
Netherlands	NED	Helper	Heijne	Wout
Norway	NOR	Competitor	Hagen	Bjørn Tore
Norway	NOR	Competitor	Skoglund	Dag
Norway	NOR	Competitor	Ringkjøb	Willia Jul
Poland	POL	Competitor	Mataczyno	Jerzy
Poland	POL	Competitor	Durczak	Leszek
Poland	POL	Competitor	Chipcznski	Kamil
Poland	POL	Competitor, junior	Kania	Antoni
Poland	POL	Helper	Kania	Monika
Singapore	SIN	Competitor	Loh	Vincent
Singapore	SIN	Competitor	Choo	Francis
Switzerland	SUI	TM Senior	Ulrich	Martin
Switzerland	SUI	Competitor	Blumer	Reto
Switzerland	SUI	Competitor	Meissner	Markus
Switzerland	SUI	Competitor	Bertschi	Stefan
Slovakia	SVK	TM Senior	Rebros	Pavol
Slovakia	SVK	Competitor	Simo	Vladimir
Slovakia	SVK	Competitor	Ivan	Lubomir
Slovakia	SVK	Competitor	Ruisl	Frantisek



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United States of America	USA	TM Senior	Olson	David
United States of America	USA	Competitor	Paulson	Kyle
United States of America	USA	Competitor	Monte	Brandon
United States of America	USA	Competitor	Situm	Steve
United States of America	USA	Helper	Van	Ron
Venezuela	VEN	Competitor	Rivero	Carlos
Venezuela	VEN	Competitor	Concepcion	Ramon
Venezuela	VEN	Competitor	Segnini	Raul

