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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.

Criteria:

- 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.

Criteria:

- 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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