

02. November 2022

## Subcommittee F3 Helicopter Chairman Report 2022

I confirmed my readiness to continue as chairman of the F3CN Subcommittee. So, like every year, I had to prepare the composition of the subcommittee members. The members from Australia, Greece and Korea did not participate in any discussions over the whole year. This is why I have decided to remove them from the subcommittee. So, the F3CN subcommittee consists of 17 members. Most of the S/C members are still more involved in F3C than in F3N. In the subcommittee still exists the problem that the willingness of some subcommittee members to participate in discussions is not high and therefore only a small part of the members is concerned with the tasks of the subcommittee.

The F3CN subcommittee uses Basecamp as communication platform. We decided to separate the subcommittee into two groups. One for F3C and the second for F3N. Since the separation, discussions have only been held in the respective groups. Overriding issues are of course discussed together.

After the cancellation of all category 1 and category 2 events in 2020 and 2021 due to COVID-19, in 2022 the F3CN European Championships and the World Cup series should start again.

In total seven World Cups were registered in 2022. The first one in Denmark, followed by Austria, Germany Italy, Switzerland and UK. The World Cup in China did not take place due to the COVID-19 situation and will be postponed to 2023.

Unfortunately, the 2022 F3CN European Championships in Italy had to be canceled due to severe problems in the Italian NAC and a lack of participation.

The 2023 F3CN World Championships are awarded to USA and the organisation has already started. The 2024 F3CN European Championships will take place in Denmark.

The 2022 Plenary Meeting was held as web-conference. The two F3CN subcommittee proposals included clarifications regarding the judges panels. Both proposals were confirmed by the Plenary. This year no Technical Meeting for F3 Helicopter took place.

In 2022 numerous discussions and votes took place in the subcommittee. Decisions were made about the use of new types of gyros, new F3C schedules were discussed and minor rule changes for F3C and F3N were made.

There was a very extensive discussion on the subject of separating the classes F3C and F3N. It was found that the merger of the two classes from 2012 created disadvantages for class F3C. Now it's a matter of finding out whether the problems can be solved by separating both classes.

The discussion has not ended yet, because at the same time the CIAM Bureau is looking for solutions regarding the decreasing number of participants in all aeromodelling competitions. Certainly the declining number of participants also has something to do with the problems in classes F3C and F3N. Thus, the decisions in the CIAM Bureau are first awaited before the discussion on the separation of classes F3C and F3N continues.

The F3N group of the subcommittee is looking for methods to make F3N more attractive again because F3N is not very popular at the moment.

In 2023 we will continue with the successful World Cups in F3C and hopefully we will also find organizers for F3N.

Stefan Wolf

CIAM Chairman Subcommittee F3 Helicopter