



**2024 FAI F3K European Championships  
for Model Gliders, Seniors and Juniors  
Wloclawek – Poland  
7<sup>th</sup> to 13<sup>th</sup> July 2024**

## **FAI JURY REPORT**

This 2024 FAI F3K European Championships for Model Gliders, Seniors and Juniors was organised by the Polish Aero Club.

### **Venue**

The competition took place on the airfield Kruszyn, near Wloclawek. On the field, the organiser marked a start and landing area of dimensions 170 x 90 m. Along the east and west sides of the start and landing area, strips 2 m wide were marked representing the areas for storing and changing spare models.

Running parallel to the longer side of the start and landing area, the organiser marked a space for competitors' shades. This space was 20 meters away, ensuring a comfortable setup for the participants.

### **Participation**

Sixty-nine competitors entered the Championships; 56 competed in the senior Championship and thirteen in the junior one. Senior competitors were from 16 countries.

Thirteen competitors were juniors from six countries.

No woman competed at this championships.

### **Organisation**

The World Championship was well organised. Mr. Tomasz Langnerowicz, the chief of the Kruszyn Airfield, was the Event Director. Mr. Marek Dominiak was the Contest Director. Mr. Mariusz Januchowski was the Chief Scorer, Mr. Krzysztof Morachewski was the Chief of Timekeepers and Mr. Leszek Malmyga was the Technical Chief.

The organiser used the software GliderScore 6.74 to control the timing (preparation, testing, no-fly, working, and landing time). Only a few errors in the signalling appeared during the whole competition.

The Gliderscore software also serves to compute and display results on the web. The computing of results worked reliably even with the enormous variety of F3K tasks. The format of results as displayed on the web does not strictly follow the FAI rules (missing FAI ID numbers),

The organiser planned to fly 22 qualification rounds, five fly-off rounds for seniors and 24 qualification rounds for juniors. For each round, senior competitors were divided into five groups, each containing 11 to 12 competitors; juniors always flew in one group of 13 competitors.

The juniors always flew after the senior groups, except on the last day, when they flew the last two qualification rounds between senior fly-off rounds.

The interruptions due to emergency starts and landings of the fire helicopter on Tuesday (about ½ hour) and Wednesday (about 1 hour) lead to skipping round number 22 of both, seniors and juniors.

The competition tasks were: Monday: B, H, J, G, F sen.; Tuesday: F jun., E, K, C, D; Wednesday: A, H, N, J; Thursday: I, K, B, G; and Friday: E, L, D, C. Ten senior pilots flew on Saturday fly-off tasks: D, C, L, M, E. Junior pilots flew to tasks (F and K).

The competition rules require flying in large groups to get a good comparison of pilots' skills. Large groups also need a large number of timekeepers. The largest group was that of juniors (13). For the duty of timekeepers, the organiser engaged students of the military school from Wloclawek. Their work was hard; they had to stay in the field the whole day, in the sun (up to 35 deg.) and with only short breaks. A few timing mistakes appeared during the Championships, which were compensated by awarding a re-fly for the touched competitor. The re-flyer was mainly added to the next group. Sometimes, a new group had to be formed.

## **Weather and Course of the Competition**

The weather was favourable on all competition days. Rain showers and storms always happened at night or at least after the end of the flight. During the week, the wind changes its direction and strength from calm to moderate breeze. Sometimes, the wind speed approached the limits stated in the rules (8 m/s), but never exceeded it for a time period longer than allowed. In the strong wind, it happened many times that the competitor didn't land in the Start and Landing Area. Once, the wind tore a tent from the ground, crossing the Start and Landing Area and endangering the flying competitors. The CD, therefore, offered a re-fly to the touched competitors.

## **Accommodation and catering**

The competitors stayed in hotels in Wloclawek. Some used the possibility to camp in tents or caravans on the Kruszyn Airfield. The Jury was accommodated at the hotel in Michelin, the suburb of Wloclawek.

In the main building on the airfield, it was possible to buy refreshments. At lunchbreak the organiser delivered packaged warm food for the staff and competitors who ordered and paid for the food in advance. The meals were from the Polish kitchen, and the portions were big enough. Breakfast and dinner for staff and Jury were served at the hotel.

## **Team Managers Meeting**

One Team Managers Meeting was called after the opening ceremony. The organiser explained the championship schedule and some details of the organisation.

## **Publicity**

The results were published almost immediately on the Gliderscore web page. On the official information desk, the organiser displayed a QR Code containing the URL address of the Gliderscore web page and, after each round, published the printed results on this desk.

Three times during the week a local TV staff visited the competition site and took some pictures and interviewed the CD and other officers.

## **Safety**

The organiser declared two safety areas on the airfield. One contained the tents of competitors and the staff with dimensions 20 x 170 meters at a distance of 20 meters from the Start and Landing Area. The second safety area comprised the buildings, hangars, and other infrastructure on the airfield, which was about 200 meters from the Start and Landing Field. Officials well observed both areas. Especially at the moderate breeze, some models landed in the second Safety Area. Eight penalties were given for landing in this area, but no real damage resulted.

## **Processing**

In adherence to the Sporting Code, the organiser checked the nose radius, wing span, and correct marking for all model gliders entering the championships. This adherence was evident when a few models (all from the same manufacturer) were found to have a nose radius in the vertical section smaller than required. The competitors, respecting the code, corrected the radius on the spot by grinding the nose.

The organiser also randomly checked the models after their flight on the field.

All models were found within the limits.

## **Opening and closing ceremony**

Both ceremonies took place on the airfield's tarmac circle. The opening ceremony started with the Polish anthem being played. Mr Tomasz Langnerowicz, Chief of the Kruszyn Airfield and Event Director gave a welcome speech, followed by Mr Marek Dominiak, the Polish CIAM Delegate and Contest Director.

The president of the FAI Jury opened the World Championship on behalf of the FAI. The opening ceremony concluded with the playing of the FAI anthem and the raising of the FAI flag. All speeches were translated from Polish to English or vice versa.

The prize-giving ceremony was held in the same place. The president of the FAI Jury stated that the protests were dealt with, and the results were checked and found to be valid. The FAI medals and diplomas were first handed over to senior individuals by the members of the FAI Jury. Donators handed over painted jugs. Then, the juniors, senior, and junior teams were awarded similarly. Each team also got a painted jug. After the medals

were awarded, the event director thanked all participants, members of the staff, and supporters. Then, the president of the FAI Jury closed the Championships, and the FAI Anthem was played. The banquet, hosted at the prestigious hotel Michelin, was a culinary delight. The food, of excellent quality, was prepared in abundance, ensuring that all attendees were well-catered for and satisfied.

### **International Jury**

The International Jury included Tomas Bartovsky (CZE), the president, Narve Jensen (NOR), and Zoran Pelagic (SVK), members.

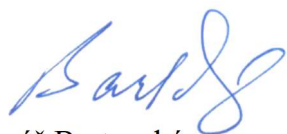
### **Protests**

The FAI Jury received three protests concerning the same decision of the Contest Director dealing with the re-fly in round 21 at task C. This task differs from all others because a one-minute break separates individual flights (three or five). This means that the organiser's mistake in one flight cannot influence the other flights in the task. The CD, therefore, gave the re-fly for one flight of the three only. The Sporting Code does not state that the competitors must repeat the whole task re-flying. So, the decision of the CD was not against the rules.

### **Conclusion**

The FAI Jury considered these excellent World Championships, and the organisers are to be commended for their preparation and running.

Wloclawek, July 13, 2024



Tomáš Bartovský  
Jury PresidentJury Member



Narve Jensen  
Jury Member



Zoran Pelagic  
Jury Member