

## **Summary from the 2007 F3A Nordic Championship Pilot Meeting**

Västra Högkulla, Norsjö, Sweden 2007-07-21

Each subject discussed at the meeting is shortly summarized below

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### **Nordic schedule changes**

At F3A NC 2005 in Norway a new Nordic schedule, N-07, was decided. The idea was to reform the Nordic class to be more similar to the F3A class, and for this reason should have the schedule changed every 2 year and based on the F3A (P-XX) schedule. It was also decided that in Sweden 2007 the final decision would be taken if the schedule should be changed with 2 year intervals or not. A new proposal N-09 was prepared for the meeting.

### **Discussions**

- The over all impression was that changing the schedule every second year is to often and that a more suitable interval is 4 years. This would to some extent leave the “F3A-light” concept decided in 2005, but still offer a regular renewal of the schedule. Most pilots seemed to be in agreement on this.
- From 2008 the F3A program is shortened to fewer manoeuvres and only 8 minutes of flight time. It was pointed out that if the N-07 program would be kept for additional two years that suddenly the Nordic class would have more manoeuvres and longer flight times then in F3A, which diverts from the motivation to keep the schedules in the two classes similar.
- From discussions two alternatives finally were brought out. Keep the N-07 schedule for additional two years or accept the new N09 schedule from 2008 with the purpose of keeping it for 4 years

**Decision:** It was not a perfect agreement but the democratic choice was to accept the new N09, with a few minor adjustments (see below), to replace the N07 schedule from 2008.

**Comments:** In Denmark 2009 we can still choose if we want to change the program every 2 or 4<sup>th</sup> year. If the schedule is changed every 4<sup>th</sup> year it has to be reconsidered how the new schedules should be proposed. The current system is that the hosting country prepares the new proposal. If this would happen every 4<sup>th</sup> year, only Sweden and Finland would design the Nordic schedules, which of course is not suitable.

Denmark will for 2009 prepare a new N11 proposal.

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### **Nordic N09 adjustments**

#### **Manoeuvre 1**

Unfortunately in the release of the Nordic N09 proposal there were a discrepancy between the aresti symbols and the manoeuvre description on manoeuvre 1. The aresti symbol showed an Immelman Split-S combination, while the manoeuvre description said “double immelman with half rolls”. A decision had to be taken on which of the manoeuvres to keep.

#### **Viewpoints**

- Some thought that horizontal rolls on the lower lines is difficult and should be avoided, hence arguing for immelman/split-s combo

- Some thought that immelman/split-s combo is a very unusual manoeuvre and there is a risk that there is not enough time to perform both half rolls on the top of the manoeuvre. The risk is that the rolls are done at a higher than normal roll rate (losing harmony) or that the two half loops are flown with a wider distance (not correct symmetry).
- Possibility to replace the manoeuvre completely with something else was suggested

**Decision:** There were a lot of disagreement on this issue with Finland and Denmark voting for the double immelman, and Sweden/Norway voting for immelman/split-s. In the end the “immelman/split-S combo” was chosen

#### **Manoeuvre 14.**

The manoeuvre was proposed as a 1½ turn spin. A suggestion was to increase the number of turns to 2½ turn spin as it would be easier and give a better harmony.

**Decision:** Everyone agreed. 2½ turn it is.

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#### **Finals in F3A**

Traditionally on Nordic championship (F3A class) the finals are treated as the semi-finals on bigger events such as European and world championship. I.e. the over all results from preliminary flights are carried on as one normalized round in the semi-finals. With the new FAI rules semi-finals will not carry over any scores from preliminaries, but will instead be treated as a new competition.

**Suggestion** (Ola F): N.Ch. finals shall continue to be treated as E.Ch. and W.Ch. semi finals and for this reason in the future not carry over any score from preliminary rounds.

**Decision:** Everyone was in total agreement and the suggestion was accepted.

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#### **Weight limit**

In several of the Nordic countries there have been discussions on raising the weight limit in the Nordic class.

**Question:** Should the weight limit of the Nordic class be raised or kept the same as I F3A (5kg)?

**Viewpoints:** 5 kg is not considered difficult to achieve. The whole point with F3A Nordic is to be a simpler version of F3A and hence using the same rules on models and judging. If the weight rule is loosened what is the next step?

**Decision:** It should be again clearly stated that all the model rules of the Nordic class should remain as specified by FAI for the F3A class.