

## Minutes from the F3A Pilot meeting on 7 July 2023

Norwegian group leader F3A, Tom Erik Holthe, started by welcoming everyone. It emerged that only participating pilots in this Nordic Championship have the right to vote, but that everyone has the right to express their own opinions on matters. There were 18 participating pilots present.

### 1. New Nordic flight schedule for 2024/25

There were two proposals for a new Nordic flight schedule. A new schedule based on the P-27 put together by a Norwegian working group and the existing A-25 described in the FAI Sporting Code.

Tom Erik asks the meeting which program we should go for.

There follows some discussion about which program is most suitable. Kimmo is of the opinion that the current Nordic program has too high a degree of difficulty, but that the new N-25 proposal is better.

Tomi follows up and believes that the A program can seem more challenging than N-25. Several emphasize that it is important that the next Nordic program should be based on P27 in order to have a smooth transition to the FAI class. It is therefore pointed out that it is important to look at A-27 rather than A-25.

Ola arrives at the podium and starts a fly-by of the A-27 with a stick plane. It quickly becomes apparent that without a maneuver description available, it becomes difficult to see clearly how maneuvers are to be carried out. It is therefore considered that it is far too risky to proceed with this program.

He then starts a fly-through of the N-25 and several mistakes are quickly discovered in the text of maneuver number 1. Pull-push-pull Humpty Bump with two 1/2 rolls. The text is corrected as follows:

«From upright at center, start pull through a 1/4 loop into a vertical upline, perform a ½ roll, push through a half loop into a vertical downline, perform a ½ roll, pull through a 1/4 loop, exit upright».

Ola moves on and the various maneuvers are commented on. Jacob suggests changing maneuver 5. Roll Combinaton with four 1/4 rolls to be similar to today's N-23.05 roll combination. Tor Heine does not agree that the current roll maneuver is easier than the new proposal. He points out that a four-point roll is more common and easier to learn than the one we fly today. It was agreed to retain the roll maneuver described in the N-25 proposal.

It was further decided to switch places on turning maneuvers 10 and 12 to achieve further similarity with the P-27.

Questions are raised as to whether it is permissible to have a line between roll and loop in maneuver 17. Loop with two half rolls integrated. Here it was commented that such a line should be present and that the maneuver description should therefore be changed to:

"From upright, perform ½ roll, fly a short line inverted, push through a loop while performing an integrated ½ roll in the third 90°, exit upright".

After the review, Ola believes that we should go for the new N-25. Kimmo and others agree with this. Tom Erik then concludes that N-25, with the changes described above, will be used for the next two seasons.

### The necessity to compete in the Nordic class during the Nordic Championships

Tom Erik then gave the floor to Ola, who raised a legitimate question about how appropriate it is to have the Nordic class included in future Nordic championships. The trend shows declining

participation and it does not look good for the surroundings if we end up with one participant in the class.

Kimmo wanted to know more about the background to the question and several people followed up by saying how inspiring it was to be selected to participate in Nordic. Jacob says that it is good to come out to larger events and learn and experience how it takes place in a larger championship. Gulbrand agreed and pointed out that as a 16-year-old he was very inspired by being selected for the Nordic Championships.

Audun believes that the new Nordic program that has now been adopted will be able to increase popularity as it has a lower degree of difficulty.

Pål and Kimmo think the rules for team competition in the Nordic class should be reviewed. The team competition can either be canceled completely or changed so that if only one country joins with 3 participants in Nordic, the team competition will be decided on the basis of the two best placed pilots from each country.

Tom Erik then summarized the discussion by saying that there was a clear mood for continuing to include the Nordic class in the Nordic championship.

## **2. Determine the next host for the upcoming Nordic Championships**

Tom Erik said that Sweden was the next country in the queue but that they had declined to hold such an event now. Tom Erik then asked if Denmark could take over the event.

Ole clearly answered yes to that and would return with more information closer to the championship.

## **3. Common rules 2023 edition**

Tom Erik expressed his desire to unite the two older documents in a new "Common rules" document. The text from the old documents has been copied as far as possible from the old documents and transferred to the new version. The new version was shown on the big screen.

But a number of changes have been proposed for the 2023 version and the changes were described in a separate document sent to everyone ahead of the meeting. Tore was asked to go through the proposed amendments.

### **Item 1.7 Team classification**

Adjusted according to rule changes in the FAI Sports Code.

*Conclusion: Text Ok.*

### **Item 2.5 Maximum entry fee**

Proposal from Norway to increase the maximum amount from €300 to €450 due to general cost increases.

It was noted that the increase seems large. When asked about this year's championship budget, Tom Erik was able to state that the budget is around €300, which amounts to a good profit and there should be a profit.

*Conclusion: €300 is kept as the maximum entry fee.*

### **Item 3.3 International requirement regarding operator number**

New demands from the authorities: International rules require model aircraft to be marked with an operator number. Operator numbers are obtained from each country's aviation authorities.

Sufficient insurance is required to obtain such an operator number.

*Conclusion: Text Ok.*

#### **Item 4.1 Age of juniors**

Proposal from Norway to lower the Nordic age limit for juniors from 23 to 18 years.

After some discussion, it emerged that lowering the age limit will lead to a real junior championship becoming even more unattainable as it is rare to find young F3A pilots. Henning therefore proposed that we keep the current 23-year limit, which was agreed upon.

*Conclusion: The 23-year age limit for the junior class is retained.*

#### **Item 4.4 Participants from a non-Nordic country**

Proposal from Norway: If a country is not able to send juniors, two open competitors can take the place of the juniors. The two pilots may be from a non-Nordic country. (The Open category is defined in Item 4.2).

A question was raised: Who invites the non-Nordic participants and how is the selection made? The case has come up as a result of German F3A pilots expressing their desire to participate in Danish championships.

*Conclusion: The proposal was perceived as reasonable and the text in item 4.4 was thus approved.*

#### **Item 5.2 Nordic class, number of team participation**

Proposal from Norway regarding the number of participants per team in the Nordic class. It is proposed to move away from the system of defining a country's team as the three best of an original team of four. The reason for this was that the current classification caused local problems regarding the distribution of financial support from the main Aero sports organizations to the individual team members.

The comments from the meeting made it clear that financial support for major championships only occurs in Norway and therefore no intention to change the rules as the issue only applies to one country.

*Conclusion: The rules are sensible as they are and no change is necessary.*

Finally, questions were raised about **item 1.6** of the Common rules 2023 proposal. Item 1.6. deals with withdrawal rules for Nordic pilots and which rules apply in each country.

Tore explained that there are no common rules and it is up to each nation to be responsible for the withdrawal. Tore further says that the text in item 1.6 is copied from the 2015 document but shortened somewhat. The text of the proposal was shown on the big screen and accepted by the meeting.

Tom Erik then closed the meeting and stated that minutes and updated documents will be sent to all involved and encouraged everyone to give feedback if errors are discovered.

Tore Jemtegaard  
Referent  
24/07/2023