

07. November 2024

Subcommittee F3 Helicopter Chairman Report 2024

I confirmed my readiness to continue as chairman of the F3 Helicopter Subcommittee. So, like every year, I had to prepare the composition of the subcommittee members. The member from Hong Kong had to leave the subcommittee because his NAC removed him from the list of Technical Experts and did not confirm an ongoing membership. The member from Austria was replaced by a new person. I am happy that I could welcome four new members who accepted my invitation. New are the members from Chinese Taipei, China, Italy and Japan. So, the F3CN subcommittee consists of 16 members. Most of the subcommittee 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. It is encouraging, however, that more members participated in many votes than in previous years.

Using two groups in Basecamp, one for F3C and one for F3N, is still accepted and will be kept. The use of working groups is still not planned.

The last European Championships in the classes F3C and F3N took place in 2016. Denmark had applied for the 2024 European Championship and was awarded the contract. The European Championships were a great success. The number of participants has increased again. The semifinal program introduced in 2020 has once again proven successful. However, it was found that the final schedule was designed with manoeuvres that were too easy. The members of the subcommittee have already started to design a more difficult final schedule.

It has now become established that a subcommittee meeting is held during a category 1 competition. The members participating in the competition, as pilot or as official, are happy to take part in this meeting, where no decisions are made, but ideas are collected and various topics are discussed.

The 2025 F3CN World Championships are awarded to Romania. Until now no organizer was found for the 2026 European Championships.

In 2024 five World Cups in class F3C were planned, but only four could be held. The format of the World Cup is still well accepted by the pilots but the number of participants decreased. I hope this trend does not continue in 2025. There are still not organizers who are interested in hosting a F3N World Cup.

In 2023, after the World Championships, a lot of Sporting Code changes were discussed and finalized in the subcommittee. Some of them were effective from January 1st 2024 and ten proposals, accepted by the 2024 Plenary, were effective from June 15th 2024 as early implementation because these were clarifications. The clarifications that affect the execution of flight manoeuvres should no longer be implemented as early implementation in the future, as this has led to confusion among pilots. Up until June 15th, the old manoeuvre description was used, and from June 15th, the new manoeuvre description was used. Early implementation should therefore only be used if it has no impact on the

execution of flight maneuvers. The F3 Helicopter Subcommittee will take this into account in future.

The adopted rule changes will now be presented to the 2025 Plenary. These rule changes decided in 2023 were reviewed and adjusted again in 2024. As already mentioned, the subcommittee has worked on a new final schedule and adopted further rule changes which were discussed in the subcommittee throughout the year. For the 2025 Plenary more than 20 proposals in F3C and F3N will be presented by the subcommittee. It was also decided that the content of the F3 Helicopter Sporting Code should be simplified. This very extensive measure will begin next year.

Stefan Wolf

CIAM Subcommittee Chairman F3 Helicopter