

Media Report
1985 FAI F3C World Championship
London, Ontario Canada - July 14-20, 1985

At the 1983 FAI CIAM Plenary meeting the F3C Subcommittee chairman Francis Deproft and I pointed out to the CIAM that R/C Helicopters had flown in a number of competitions for several years in several countries with a sufficient number of competitors to qualify for World Championship status. The CIAM agreed and F3C was granted World Championship status. Consequently this competition marks the very first F3C World Championship using the official FAI F3C rules.

During the 1984 CIAM Bureau meeting the FAI CIAM was informed that the Model Aeronautic Association of Canada {MAAC} would like to organize the first F3C World Championship. The competition would be organized by the MAAC with support from the Forest City Flyers club and Toronto R/C Helicopter club.

The competition was very well advertised and resulted in drawing an amazing 37 competitors from 17 countries. Because the University of Western Ontario students were still on summer vacation all participants stayed at the women's dormitory "Delaware Hall" located on the beautiful University campus. The rooms were very nice and the breakfasts and dinners served at the University were of excellent quality.

The flying area was located on a sod farm. The field was rented from a private farmer and paid for by a member of the Toronto R/C Helicopter Club. It was a long distance drive from the lodging facilities to the field. Although the typical helipads used in Canada and the USA consisted of plywood, the rest of the world used tape or chalk to mark the helipads. By a vote of 15 to 2 the organizer was requested to use plastic tape or chalk markers.

A team managers meeting was held before the start of the competition. Unfortunately the competition director was unavailable so the FAI Jury had to step in to conduct the meeting until the president of the MAAC was able to take over. As a consequence, the meeting lasted three hours. Although the competition schedule did not include a day for official practice on the site a team manager pointed out that the F3C rules call for same. This was accepted by the organizer and the advertised rain date was used for an official round instead. The competition marked the first use of five judges along with separate recording scribes.

The flight direction for the first day was selected by the FAI jury based on the wind direction in the morning. When the direction changed by 180 degrees during the first round many competitors complained about the Jury's decision. For the second round the organizer asked the competitors to select the flight direction and the wind direction again changed by 180 degrees during the round so the competitors did no better than the Jury. The main reason for the complaints was that during the hovering maneuvers the helicopters had to hover with the tail into the wind which is quite difficult. However, the complaints stopped when Mr. Taya of Japan showed everyone that it can be done with enough practice. The piloting skills improved significantly since the first European Continental Championship held in The Netherlands the previous year.

The Award ceremony began in front of the "Flags of participating nations" on the flying field. However, the show that began with rain was to end with rain and only the individual awards were presented before the rain became intolerable.

The closing banquet took place in the reconfigured restaurant in the Delaware Hall dormitory. The FAI Diplomas and Medals were presented by the president of the FAI, Dr. Cepac who came all the way from Czechoslovakia to officiate. The organizer also presented additional trophies to the medal winners. A special award was presented by the organizer to the man that started this branch of aeromodelling, Mr. Dieter Schlueter from Germany. Mr. Schlueter is known throughout the world as the father of R/C helicopters because he was the first to successfully fly one and set two world records in 1970.

Because this was the first World Championship for R/C Helicopters there was little experience to draw on. The organizers did their very best to correct a few shortcomings. A lot was learned about running such a major competition. The FAI/CIAM F3C S/C members that were present took a lot of notes for proposed amendments which will be incorporated in rules change proposals for the next CIAM Plenary meeting. The first F3C World Championship was conducted in a fair and friendly atmosphere. The Model Aeronautics Association of Canada and the local R/C helicopter clubs successfully ran the first F3C World Championship.

Horace Hagen
FAI Jury Member