Report RC Pylon Subcommittee 2013.

In 2013 the RC pylon subcommittee consisted of 14 members.
Discussions between members of the subcommittee took place via e-mail and in small groups at the World Championship in Deelen , Netherlands.

The 2013 F3D World Championship was held in Deelen, Netherlands, was very successful, the overall performances were at a very high level and the results were very close. During the world championship the world record was broken in the first round by the current world champion Christopher Callow by 0.05 seconds and stands now at 56.28 seconds
Detailed information on this championship can be found in the FAI jury report.

Before and during the championship there have been several contacts between the contest director and the sub-committee chairman to discuss organizational and technical matters. The organization has done all what is possible to meet the FAI/CIAM requirements for a World Championship, including current safety requirements.
The Contest Director held a TM meeting every day right after the end of the flying, which proved to be effective to solve (potential) problems. There were no major issues here or issues that need solutions for future championships.
This World Championship gave no urgent problems that make rules changes necessary on short notice.

The new pilot's safety area (as accepted April 2011, effective from 1-1-2012) was used. This shape proved to be an effective shape to give both good flying positions for the pilots and give good safety at the same time.

The average speed of the first 5 competitors increased a bit (3 km/h) from the 2011 championship, but was slightly less (0,3 km/h) than in 2009, so it may be concluded that speeds did not significantly increase over the last 4 years. Technical proposals to reduce speed are therefore not foreseen for the next period.

Three Euro cup competitions were held in Siziano (I), Melnik (CZ), and Tours (FRA), which had 64 competitors. The Euro cup was won by Carlo Perella from Italy, 2nd Tomas Andrlik from Czech Republic, 3rd Roberto Cavallaro from Italy, 4th Ray van de Klok from the Netherlands and 5th Marcel Huisman from the Netherlands.
Results are appended to this report and will be published on the pylon racing pages of the CIAM web site.

Technically the use of mufflers is solved now in F3D. There are no more products for exhaust systems on the market without integrated mufflers. At the world championship the processing of the mufflers, using the electroacoustic testing device, proved to be quick and without problems. Many homemade types were tested at processing day at the F3D world championship, most of them fulfilled the acoustic requirement with a high margin.

A (not fully systematic) analysis of ground impact positions was carried out during the WC and on 2 of the Euro Cup competitions. The earlier data were confirmed, with no crashes in the safety areas.
From these data there is no reason to modify the safety areas in the rules. This is as well for the pilots area as for the pits and judges positions and also for the spectators areas.
The definition of safe landing and emergency landing areas by the CD before the start of a competition is common practice now.

After the SC proposal for F3T (Radio Control Semi Scale Pylon Racing Model Aircraft of controlled technology) was approved by the CIAM plenary meeting in April including the amendments and additions of the technical meeting, the F3T rules will be effective from 1-1-2014.

At the South East Championship Aeromodelling/Pre Asian Beach Games (8 – 10 November 2013) the class F3T (Pylon racing of limited technology) was demonstrated in an open international competition.
Before this event a well-attended seminar (over 30 judges, CD, starters and team managers present) was given by the RC Pylon Racing SC chairman to instruct all race officials and to bring the F3D and F3T sporting code to better understanding.
It was interesting to see that here the multi formula character of this class is nicely applied to create two sub-classes, one using simple standard .46 IC engines of low price (< € 120) with standard propellers and another one with low cost (< € 50) electric motors, 5S Li-Po cells, standard propellers and a static rpm limitation. Both classes have only models of very simple technology, no composite wings and fuselages allowed.
The low cost of models and motors in these classes have made them to a success in this part of the world by making this class attractive to young modelers.
It proved that these formula's make close, attractive and high quality racing (due to many very good and young pilots too) possible.

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appended: EC results 2013