

To all F3B-pilots

First many thanks to those who took part at the survey.

In the meantime it seems that the survey concerning the change of the rules for duration which was started by me some weeks ago is finished as far as possible; there are still sporadic replies.

Due date for the evaluation is the 30.10.2016.

Worldwide I have distributed to 152 pilots and to the SC-soaring of the CIAM a short report and proposals which I had collected over the past years with comments concerning the pro and contra.

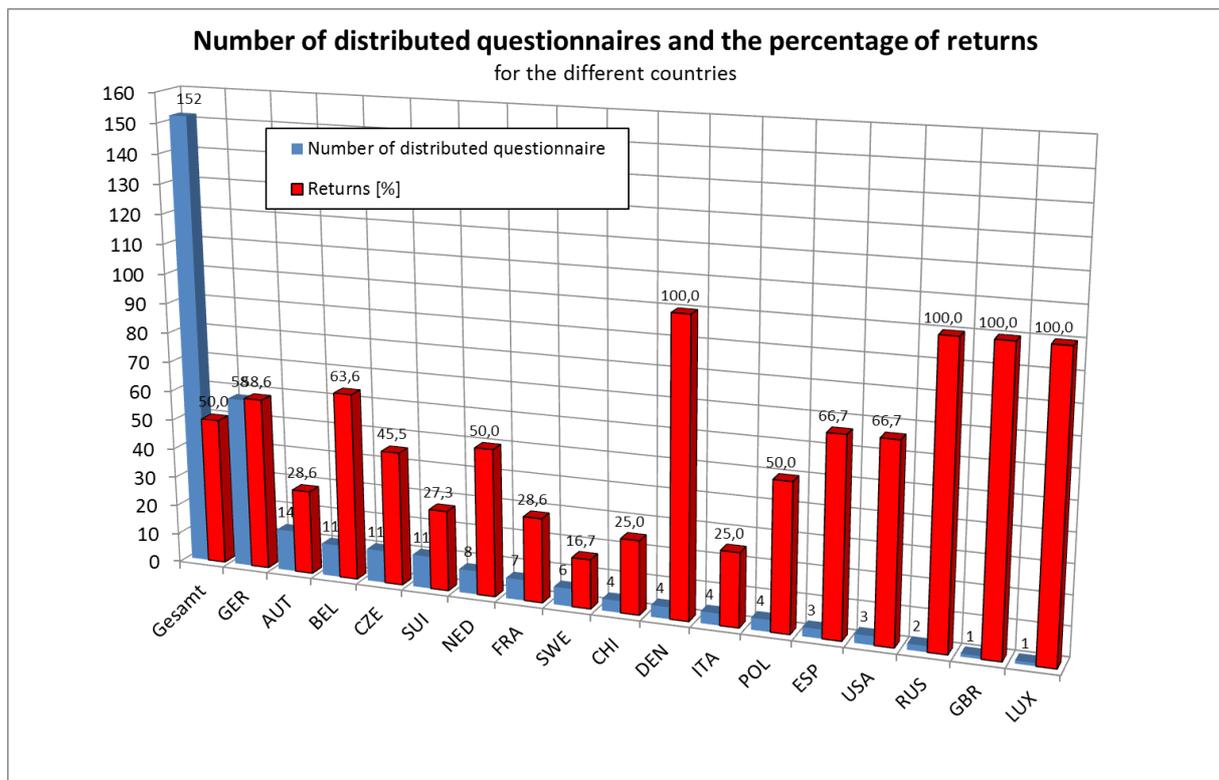


Fig.01 shows the number of the pilots who got the message “blue” and the number of returns “red”.

In total there was a response of 50%; I believe that is not so bad.

Much more different is the response of the different nations; the response of some nations is more than poor.

Forty-nine (49) times there was only one (1) vote, twenty-four (24) times there were two (2) votes and three (3) times there were three (3) votes from one person. Only in one case I got the priorities; therefore all proposals were taken non-valuated to the excel-sheet. In total 108 votes.

Fig.02 shows how often the different proposals have been voted.

With thirty-three (33) votes the “Logger” was first followed by the “Shortening of the distance between the winch and the pulley for all tasks” with twenty-one (21) votes. “Higher wing-loading” (proposals between 35-45 g/dm²) and “Significant reduction of the winch performance only for duration” got both twenty-one (21) votes.

One proposal was not to limit the minimal wing-loading to e.g. $F^*=32 \text{ g/dm}^2$ to avoid still more expensive models

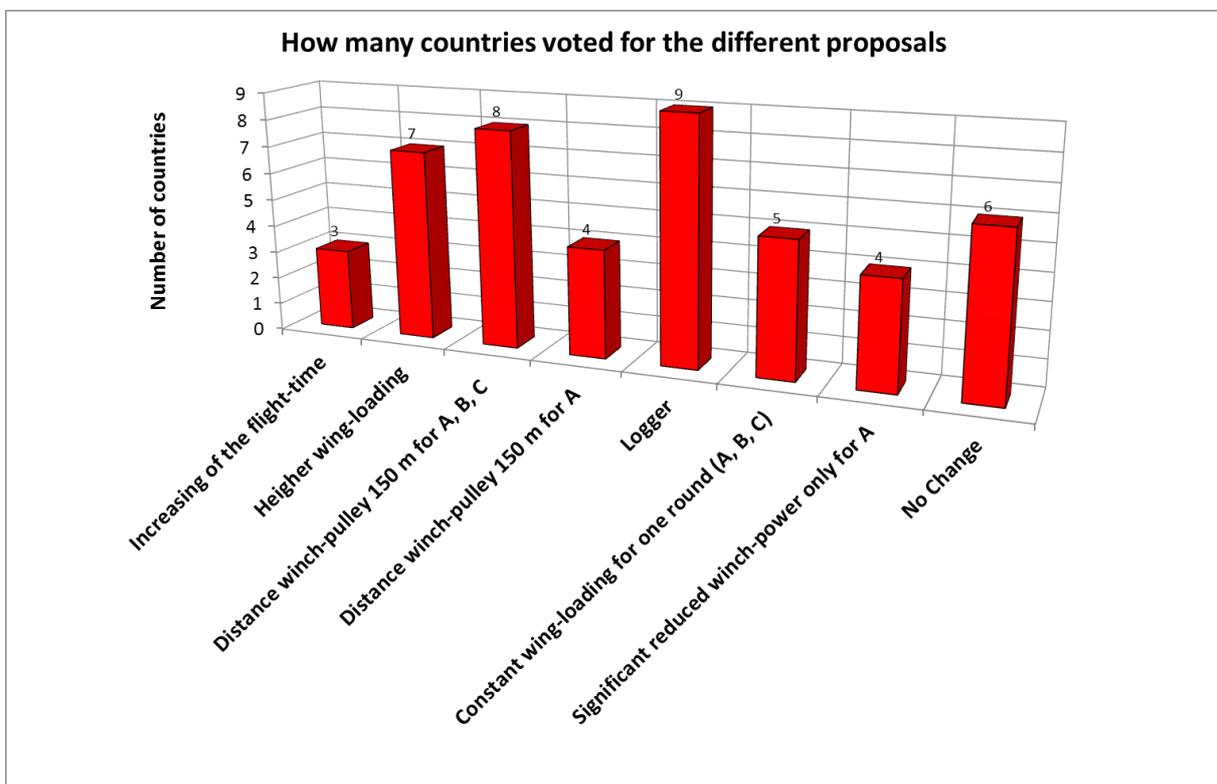
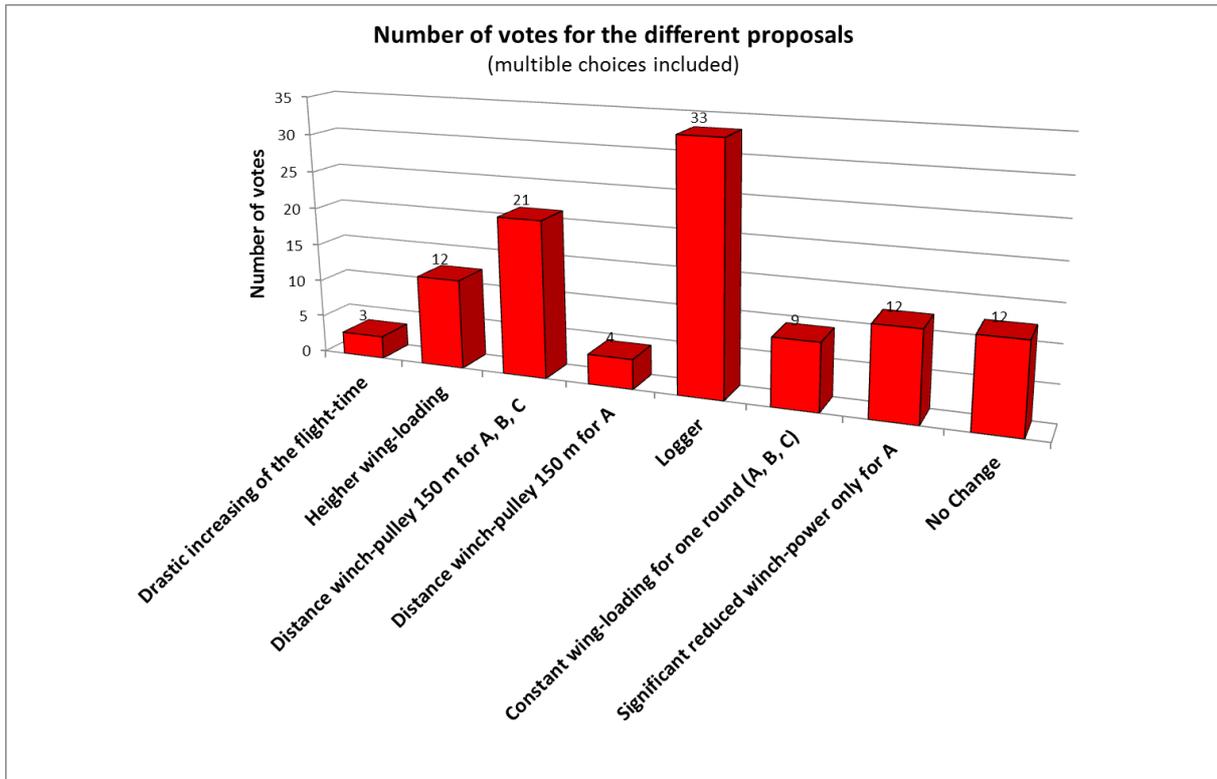


Fig.03 shows how many of the 17 nations voted for which proposal. This figure shows that it will become very difficult to get a majority for the one or other proposal in the SC-soaring.

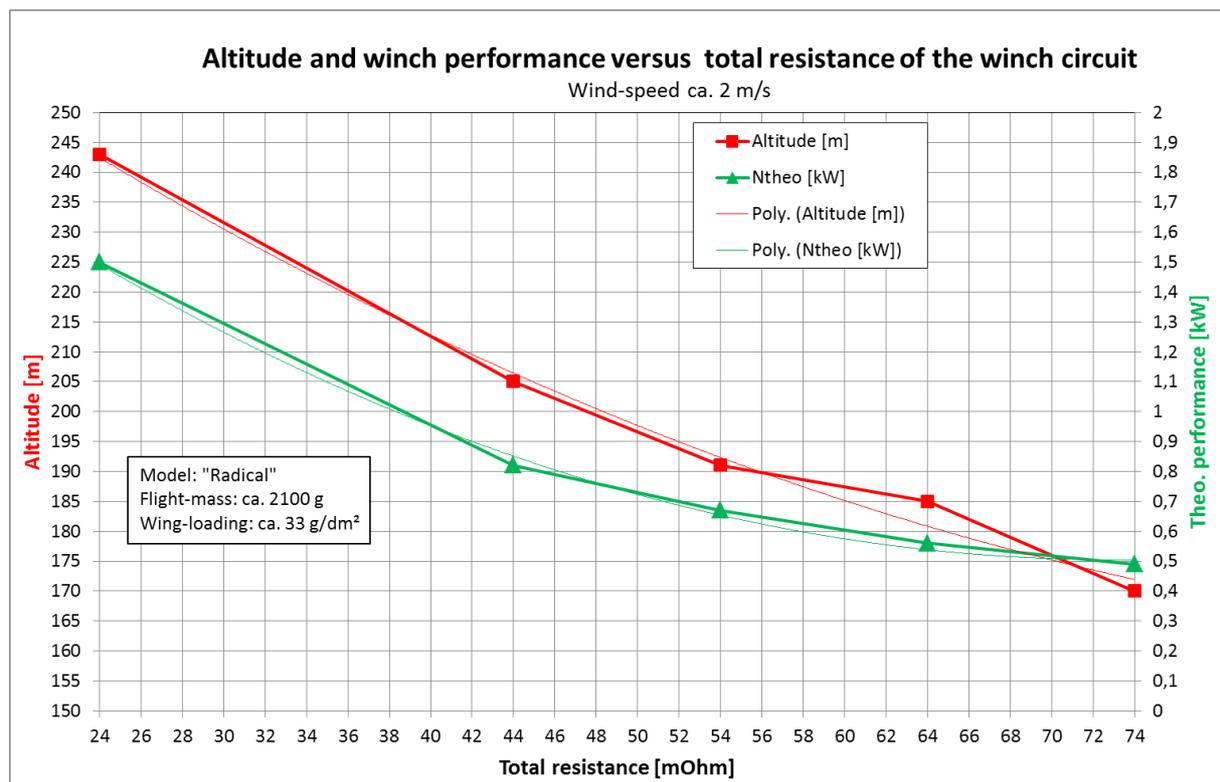
Besides the listed proposals there were a lot of other proposals from the pilots.

- Fixation of a constant diameter of the line to 1,5 mm and additionally a constant diameter of the winch-drum to XX ?? mm
- Evaluation of the actual win-loading; a higher wing-loading gets a bonus
- Duration task always at midday
- Always changed composition of the groups depending on the results of the previous flights
- Only one working-time for all pilots depending on the number of participants (e.g. 1,5 h for 75 pilots); everybody can fly when he wants to fly
- The contest director determines the working-time for each group depending on the weather conditions. Max. flight-time e.g. 15 min; working-time = flight-time + 2 min.
- More dignified partition of the landing-points like F3J; sorry but no objective proposal against the stick-landings

Let's wait for the trend in the future.

Best regards
Ralf

PS: In the meantime we have made some test-flights with different total resistances of the winch-circuit (different winch performances)



The right value for the reduced winch performance could be $N=0,8$ kW; that means a total resistance of $R_{ges}=44$ mOhm.

For duration a resistance of $R_{ad}=20$ mOhm (two parallel Kantal-wires $d=3$ mm, $l=200$ mm) must be added.

If the weather is fine we will do some additional test-flights with a reduced line-length.