

2023 Control Line World Cup summary and report

Another C/L World Cup year is finished and we can already conclude, it was successful one. After having some bad years caused by the discussed and in not so few cases dispute anti-covid measures, we can state well comparable participation and, in some cases, even slightly ascending number of competitors (please refer to the statistic below).

Two new classes have been acknowledged as World Cup eligible – the F2F CL DIESEL PROFILE TEAM RACING and F2G – CL ELECTRIC SPEED and so far, we can recognize interests of pilots in these classes and these can attract more beginners to start with speed and race control line model airplanes. Better picture can be taken from the results and rankings published on the FAI web platform.

Compared to the previous year, we had no issues with accepting the events as World Cup eligible, processes explanations and clarifications had been successful and organizers mostly had not so much issues to find and involve judges and/or Jury members, bit one new coming NAC (hopefully the NAC will continue to organize World Cup events in the future).

Open items:

1. Remaining topic from the past year(s) is the lack or shortage of qualified and skilled judges.
A quite appreciating example made and I would point it out:
The Lithuanian NAC has asked the organizer of the double World Cup competitions in Wierzawice (POL) if the organizer (and the F2B judges) don't mind to allow three new judges as observers at the event to consult and question with the active judges concerned. It was very successful and positively appreciated on all sites – the organiser, judges/Jury as well as the apprentices. This could be a good and functioning model, how to train and educate more judges **in all other classes**.
2. Need of adoption of the World Cup rules would be appreciated on a way, so the judges can be composed of one person from the Judges list and the other persons provided by the organizing NAC.
3. Still remaining problem is the access to the FAI License Database and a better guide for the event organizers. Most organizers see the problem in too much technical "language" of the current guide. It could be a good idea to consult with the organizers (selecting two or three of them) and not to put it from the point of view of a programmer but a average user.

Short summarization of the 2023 World Cup

- Ideas & visions – as mentioned above
- Security issues – no security issues or dangerous situation has been observed as presented by the Jury reports
- Technical issues – not known

Still an open item – the Sporting License issuing to athletes from currently banned countries – as already mentioned in 2022's report there is tendency of individuals to acquire a license via third NAC, in some cases without real permanent residence, working or other relations to the new NAC's country. As per my knowledge couple of similar requests has been rejected by the respective NAC, there is however serious suspicion of more such situations. The FAI should be aware of these cases and should have more power to reject such persons, as the current license database is very precise and well maintained, it can be easily checked and prevented though.

Short statistics

In 2023 six competition classes has been flown in the C/L World Cup:

Class	No of events		No of competitors		No of Juniors		No of Female		Not held events	
	2022	2023	2022	2023	2022	2023	2022	2023	2022	2023
F2A	18	19	34	37	3	5	0	1 ^{*1)}	7	2 ^{*2)}
F2B	20	24	116	171	19	34	4	11	5	2 ^{*3)}
F2C	14	14	48	58	3	8	2	3	5	3 ^{*4)}
F2D	14	13	96	136	11	28	2	5	5	3 ^{*5)}
F2F		9		21		5		0		4 ^{*6)}
F2G		7		7		0		0		2 ^{*7)}

*1) *the only female competitor did not make a valid result (no speed recorded) – not included in the ranking*

*2) *one has been requested to be postponed due to war situation and at the other one only one competitor was registered*

*3) *Competition held in HUN one nation only, competition registered as GBR changed to Open Int. only and competition to be held in the UKR – the NAC asked to postpone one more year*

*4) *no competitors at the event in Rouille (FRA), one nation only at the competition in Pepinster (BEL) and the UKR NAC asked for postponing the event one more year*

*5) *the GBR competition in Lugo (ITA) was cancelled on agreement as result of logistical problems caused by floods earlier in 2022, UKR NAC asked for postponing the event one more year*

*6) *no competitors at the event in Vidreres (ESP), one nation only at the event in Rouille (FRA), too few teams at the event in Lugo (ITA), UKR NAC asked for postponing the event one more year*

*7) *UKR NAC asked for postponing the event one more year*

Current situation with the war conflicts in 2023 did not allow some events to be carried out and the Ukrainian NAC asked for postponing the events to the following year.

One quite sad information has been provided by the Czech NAC concerning the very traditional control line venue in Hradec Kralove. Part of the stadium wasn't owned by the town and unfortunately the town's fathers had to solve the ownership by auction which has been won by investor who didn't want to allow the local aero modelling club to use it for flying activities, he cannot use the allotment due to building ban. So, one classical and traditionally well-known area is closed and no one, at the moment, knows the future of the remaining part (F2A & F2C) circles.

The interest of junior and female competitors has slightly increasing tendency and we can only welcome it so we can hope to keep the control line classes alive.

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