

# **JURY REPORT ON THE 2023 F1A F1B F1C WORLD CHAMPIONSHIPS AND JUNIOR F1A F1B F1P EUROPEAN CHAMPIONSHIPS**

## ***FAI Jury***

Ian Kaynes (GBR) President

Laurent Henry (FRA)

Bernhard Schwendemann (GER)

Note: The original jury nomination included Chuck Etherington (USA) but Chuck was unable to attend because of his wife's illness. Bernhard was one of the nominated reserves and was most suitable to replace Chuck (both are Free Flight Subcommittee members).

## ***Dates***

August 12 to 19, 2023

## ***Location***

Moncontour, Poitou, France

## ***Information***

Three bulletins were issued and information was also available on the web site, which was also used to issue live results during the events.

## ***Participation***

The World Championships had 115 competitors (including 11 women) in F1A from 38 nations, 110 competitors (including 8 women) in F1B from 38 nations, 70 competitors (including 3 women) in F1C from 25 nations. Each event included the defending champion and in F1A also the defending junior champion.

The Junior European Championships had 37 (including 8 girls) competitors in F1A from 13 nations, 24 competitors (including 7 girls) in F1B from 9 nations, and 14 competitors (including 1 girl, the eventual winner) from 6 nations in F1P.

## ***Accommodation***

Participants stayed at various hotels and houses in the area. Most meals were taken at the "Sports Village" which had been established on the edge of the flying field.

## ***Flying site***

The flying site consisted of farm fields near St Jean de Sauves. The majority of the fields were harvested but there were some sunflower fields, which did not present a major obstruction for model recovery. There were also a few trees.

Car parking was near the Sports Village and motorised retrieving was not allowed on the field, but local roads could be used.

At the team managers meeting the organisers suggested that they might reduce the spacing between starting positions below the required 10m because to the length of the flight line and imitations on the space between adjacent sunflower fields. The meeting indicated a preference for spacing as near as possible to 10m and in practice the spacing achieved was at least 9m.

## **Weather**

For all the scheduled flying days the wind was generally light, mostly between 1 and 3 m/sec with a maximum of 6 m/sec and the weather was warm and sometimes hot (over 30 C) with partial sun.

## **Competition**

August 14, F1A World Championship. A maximum of 4 minutes was used for the first two rounds and 3 minutes for the remaining rounds. For some positions at the ends of the starting line there was sometimes a slight delay in receiving their flight cards at the start of the round. Random processing was carried out efficiently in all competitions and it was found that one F1A model was under weight resulting in disqualification.

There were 48 competitors in the flyoff. It took some time to arrange timekeepers and the draw for flying positions and the start was pushed back to 19.45. 15 flyers achieved the 6 minute maximum. The next flyoff was held at 21.00 and none of the competitors achieved the 8 minute maximum.

Some competitors had requested the use of their altimeter record for flight time evidence under rule F1.2.7. There was then some disorder as other team managers argued with one another and requested altimeter evidence. It was decided that if the team manager had signed their agreement with the time recorded by the timekeepers then there would be no use of altimeter record in that case, only when the team manager had indicated on the card that he wanted altimeter review. This was enforced for the rest in the week and this worked well in conjunction with a cordon around the organiser table.

August 15, F1A Junior European Championship. The day progressed smoothly, 8 flyers reached the flyoff, which was concluded in a single round for a 6 minute maximum.

August 16, F1B World Championship. In the first two rounds an easterly breeze was taking models towards the sports village and the farm behind it so the starting line was moved. This took an hour, which resulted in the rounds flights finishing later than on the other days. 50 competitors had reached the flyoff and, although more efficiently than on the first day, it still took time to organise the start positions and timekeepers so that the earliest the flyoff could start was 20.00. To finish the planned two flyoffs in daylight would have given problems recovering the models in time for a second flyoff and it was decided to make a single flyoff to an increased maximum of 8 minutes. This was planned for 20.15 but there were complaints that the line was not facing into wind and it was re-aligned and the flyoff started at 20.30. Visibility was good and there was only a single maximum recorded so that the final results had been determined. Some had requested altimeter reviews, which proceeded smoothly and did not affect the top positions. During random processing during the day one model was found to be under weight and the competitor was disqualified, processing of the winning models found all to be within specifications.

August 17, F1B and F1P European Championships. The two classes were flown from two starting lines with a space between them. A 4 minute maximum was specified for the first round. This was an increase from the F1P rules which, unlike F1A F1B F1C, specify 3 minute maximum for all rounds. This was justified as a change to take advantage of the good meteorological conditions and simplified the announcements over the public address system which was the same for both lines. During the first round an easterly breeze developed, taking models to the car park and the sunflowers. The line was moved upwind and the second and subsequent rounds flown to 3 minute maximum. After the third round a further move was required and this was combined with the lunch break to minimise the delay to the timetable. By the end of the day there were four in the F1B flyoff and two in F1P. These were flown to a 6 minute maximum and only one F1P achieved the maximum, so the results had been reached in both classes. Some altimeter reviews were carried out and one of these determined the F1B winner.

August 18, F1C World Championship. This ran smoothly to schedule without needing to move the line during the day. The organisers made special care to keep the number of people at the starting position down to the allowed minimum, shown to be of benefit when one model crashed on the starting line. Another

model crashed into the crowded area behind the 25m spectator line, but again without hitting anyone. 31 flyers reached the flyoff which was flown to a 6 minute maximum at 19.40 and 13 continued to the second flyoff for 8 minutes held at 20.40. None achieved that maximum and so the results were determined.

### ***Timekeeping***

Two timekeepers had been provided at every pole for all flights, mainly French and augmented with a few foreign timekeepers. The timekeeping was to a high standard with only a few complaints going to the jury.

Flyoffs require three timekeepers for every flight but with the large flyoffs it was not possible for the organisers to provide the required extra timekeepers. The solution accepted was that if a team contributed a person to the timekeeper pool for each of their competitors in the flyoff then those competitors would have three timekeepers for the flyoff. Each flyer without any such a contribution of a timekeeper would only have the supplied two timekeepers.

### ***Opening and Closing Ceremony***

The ceremonies were held in a field near the gymnasium in Moncontour. These ran smoothly although the sun made it rather hot for the closing ceremony and the extended prize-giving for the two championships. Two trophies could not be presented because held by Russia: the F1A Team World Championships and the Challenge trophy for Junior European Championships. It was unfortunate that nobody from Romania came forward to symbolically receive the flag for the 2025 World Championships.

The closing ceremony was followed by the banquet in the gymnasium. A very good meal was at a price set just below the maximum allowed. A lesson for other countries which have lower costs than France but charge the maximum for a mediocre meal. The closing was finished by an open-air rock concert and fireworks.

### ***Protests***

Two protests were received during the F1A World Championship. One was a claim for repeat flight after there had been a collision between two models on tow. This protest was rejected because 3.1.6 specifically excludes this situation from the reasons to repeat an attempt.

The second protest concerned the times recorded for a flight. The two timekeepers confirmed the times they had recorded and the jury rejected the protest.

A complaint was received from a team manager during F1P that another team manager had adjusted the motor for a junior competitor. This was discussed by the jury and, since the officials – the timekeepers – had not observed any problem the competitor was asked to make a repeat flight.

### ***Observations***

This was the first time for over 20 years that a World Championship and Junior European Championship had been combined. With the resources supplied by France the large scale of the event was managed very effectively. However, it could place excessive demands on a host with fewer resources. The other consideration is the extended time required by the extra days between the opening and closing of the event. As well as time this requires additional accommodation costs for everyone. In this case the timetable was cut to the minimum – there was no spare day, in effect just a spare morning when a flyoff could have been held. This worked in the fine weather for these championships, but cannot be relied upon in general circumstances. The other factor in future is the inclusion of F1Q with F1ABC which will extend the basic timetable by an extra day.

The use of altimeters for timing evidence and the associated procedures should be reviewed by the Free Flight Subcommittee.

**Conclusion**

The Jury consider that the Championships were very successful and well organised by the large team lead by Myriam Morandini and Benoit Jacquemin.