

REPORT BY THE F.A.I. JURY TO THE INTERNATIONAL AEROMODELLING
COMMISSION (C. I. A. M)

EVENT DETAILS:

**2012 WORLD CHAMPIONSHIPS FOR SPACE MODELS
(SENIORS AND JUNIORS)
(19TH WORLD SPACEMODELLING CHAMPIONSHIPS FOR SENIORS AND 10TH FOR JUNIORS)**

DATE: 1st to 9th September, 2012 LOCATION: Liptovsky Mikulas (Slovakia)

ORGANIZING NAC: Zvaz Modelarov Slovenska (Slovakia)

EXECUTIVE ORGANIZER: Modeling Club Liptovsky Mikulas (Slovakia)

CONTEST EVENTS / NUMBER OF COMPETITORS/ NUMBER OF TEAMS

Class	SENIORS			
	Individuals		Teams	
	2010	2012	2010	2012
S1B	44	48	16	18
S3A	64	59	22	21
S4A	64	55	22	20
S5C	35	30	13	10
S6A	64	60	22	21
S7	31	29	11	10
S8E/P	39	39	14	14
S9A	64	58	22	20
Total	405	378	142	134
Total increase from 2010 (%)	-6,66%		-5,63%	

Class	JUNIORS			
	Individuals		Teams	
	2010	2012	2010	2012
S1A	29	30	10	11
S3A	44	48	15	16
S4A	43	48	15	16
S5B	23	22	9	8
S6A	44	48	15	16
S7	16	20	6	8
S8D	26	26	11	10
S9A	43	46	15	15
Total	268	288	96	100
Total increase from 2010 (%)	7,46%		4,16%	

2012 FAI World Championships for Space Models was participated by the NAC teams from 23 (23) countries from America, Asia and Europe: BLR, BUL, CHN, CAN, CRO, CZE, ESP, GBR, GER, IND, JPN, LAT, LTU, POL, ROU, RUS, SLO, SRB, SUI, SVK, UKR, USA, UZB. There were 22 (22) senior teams with 171 (167) sportsmen and 16 (15) junior teams with 100 (96) sportsmen. Underlined are countries without a junior team. Ukraine had only a junior team. In brackets are for comparison figures from previous 18th WSMCh 2010 held in Serbia. Total participation (Jury, Judges, S/J competitors, TMs, TMA, helpers, supporters, press, local personnel etc.): 607 persons (the organizer's data).

EVENT PERSONNEL: *Championships Director:* Lubomir JUREK, *Sports Director:* Dusan MECIAR, *Range Safety Officer (RSO) for Juniors:* Eva DUDZIAK – PRZYBYTEK(POL), *RSO for Seniors:* Andrija DUCAK (SRB), *RSO Assistants:* Janka KAJANOVA (SVK)-Seniors and Jan MAIXNER (SVK)-Juniors. *Scale Model Judges:* Vladimir MINAKOV (RUS), Chief Judge, Marin GEORGIEV (BUL), Jiry KASPAR (CZE), Arnis BACA (LAT), Miodrag PELAGIC (SVK), *Engine Testing Team Chief:* Zdenek KOLAR (CZE). *Dimension Measuring Team Chief:* Zygmund JANECKI (POL) , *Electronic Flight Altitude Measurements:* Leszek Szwed (POL).

FAI JURY: Srdjan D. PELAGIC, dipl.ing (SRB), Jury President, Oleg KRASNOV (RUS), Member and Miroslav SULC (SVK) Member, Reserve Member:Tadeusz KASPRZYCKI (POL).

COMPLAINTS AND PROTESTS: There was one protest from CZE denied.

COMMENTS ON THE EVENT:

GENERAL: The 2012 FAI World Championships for Space Models were hosted by Zvaz Modelarov Slovenska, which has already hosted FAI SM Championships – EuChs in 1995 and 2007 and WChs in 1974 and 2000. The executive organizer Modelling Club Liptovsky Mikulas ran these Championships according to the FAI/CIAM standards in spite of financial restrictions caused by the economic crises.

PRE-CONTEST INFORMATION: There were three pre-contest bulletins posted on the organizer's WEB site, published from January to August with all necessary information. The fourth printed bulletin was distributed to all participants at registration and the final fifth bulletin with all results was distributed to all teams at the Closing Ceremony.

ACCOMMODATION, FOOD AND TRANSPORTATION: Participants were accommodated mainly in Aqua Park Tatralandia in very attractive bungalows with two and three bedroom. Aqua Park was located in a well known Tatra hilly area. Several teams rented their own accommodation in nearby villages. Breakfasts and dinners were served at the hotel restaurant. Lunch was served at the flying field in a restaurant tent. Food and accommodation were good. There was a canteen at the flying field with grilled meat and beverages. Flying field was very close to the Aqua Park so competitors were able to walk there or to drive their cars or vans. There were also two busses available for transportation of competitors and official.

FLYING FIELD & LAUNCHING SITE: Flying field was positioned close to Aqua Park at the flat of about 1 x 1,3 km with no obstacles, easily accessible from the motor road. There was erected a village of attractive white tents, one tent per every team. There were also tents for computer center, canteen, jury and medical care. There were also available toilets, a truck with a large water tank and a firemen team.

Layout of the launching area was classical - two semi-circles – one for juniors and the other for seniors. Launch site for every team was marked by plastic ribbons. There were two chairs for time-keepers, two binoculars, digital stop-watches and a plaque with a launch site number etc at every launch site.

Jury's concern was a nearby motor road and a huge lake only several hundred meters from the launching area, but the organizer's information was correct – wind speed was low and its direction was from the lake to the slopes, so most of the time there was no problems. In order to prevent any surprises the organizer provided traffic police patrols at the road and several boats to retrieve models if they fall in the lake. This was necessary only in several times at the end of Class S9A.

WEATHER: Weather was mostly sunny, clear and very hot with temperatures ranging from 20^oC in the morning to 35^oC at noon. Wind speed was low. Soft drinks and water for refreshment of participants helped to spending long hours in hot air. Only two days closer to the end of the Championships it was cloudy, windy and cold, but without consequences for contests.

MODEL PROCESSING AND ENGINE TESTING: Model processing was at a bungalow in Aqua Park by experienced personnel. Engine testing was conducted by international crew composed of qualified persons on a Czech-type, high quality engine tester, used many times in SM championships. Engine testing was done in presence of the TMs of relevant teams. The organizer provided special cardboard boxes for keeping tested engines safe, which served to this purpose, but should not be used in future.

FLYING: Flights were controlled by the RSOs for seniors and juniors and their two assistants. It should be noted that for the first time one RSO and one Assistant RSO were ladies Eva Dudziak-Przybytek and Janka Kayanova, who did their jobs efficiently and with authority. Judging and time-keeping (TK) was fair and correct. TK was conducted by 103 local and 16 foreign experienced time-keepers.

The greatest progress was achieved in altitude classes. The whole process was run by Leszek Szwed from "Adrel" (Poland). He did it very quickly, efficiently and professionally.

One briefing was held at the flying beginning of the Championships. All other information was posted at the information board during the contests and were enough efficient.

EXTRAORDINARY SITUATIONS: Marek Pavka (CZE) was injured at his neck by a wing of a S8E/P model at landing. He needed emergent medical care and he was not able to compete next two days. Presence of pilots or helpers in landing circles must be urgently forbidden during landing for safety.

DATA PROCESSING: Data processing was at a computer center located in a tent. It was equipped with several modern laptop computers and young well trained crew lead by a professional Mr. Baranovich. In front of the computer center was a scoreboard. All necessary data were posted there. A classic hand-written score sheet was posted at the score board and data were posted as soon as received.

CEREMONIES & PRIZES:

Opening Ceremony was held at Liptov Arena close to Aqua Park of the NAC top officials and regional and local authorities with parade of all teams and usual welcoming speeches.

The Closing Ceremony and the Closing Banquet were also in the large hall of Liptov Arena and with a nice awarding ceremony to overall best teams and sportsmen and also to all those who contributed to organization of this event. The best overall team (S+J) and the best senior team was Serbia and the best junior team was Ukraine, the best senior Zoran Katanic (Serbia) and the best junior Toni Stanev (Bulgaria). Also two challenge trophies (ChT) were awarded: a) In Class S4A – Carl Neubronner ChT to Zoran Katanic (Serbia) and b) in Class S8E/P President of the Polish NAC ChT to China Team. Guests of Honor at the Closing Ceremony were two cosmonauts Vladimir Remek (CZE) and Ivan Bella (SVK).

Award ceremonies per classes were at the end of every day in the field with a podium, flags and national anthems. There were awarded FAI medals and diplomas and fine organizer's cups to all winners and the winning teams.

EXCURSIONS: There was a nice excursion to Demanovska Dolina and Jaskyna Slobody with 217 foreign participants (organizer's data) on the reserve day.

THE SPACE MODELLERS' MEETING: Space Models SC meeting was held on the last day in the afternoon. It was open to SM SC members, outstanding sportsmen and all team managers. Participated 32 persons from 16 countries – 10 of them were SM SC Members. The Agenda contained: 1. Comments on 2012 FAI World Championships for Space Models for Seniors and Juniors; 2. Future World and Continental Championships for Space Models; 3. Future Changes of the Space Models rules; 4. Recommendation for use of new technologies; 5. Condition for participation of new coming countries to Space Models international events. After a comprehensive discussion were made conclusions that shall be converted to proposals for SM rules changes and recommendations.

REMARKS: A) The Championships were organized in accordance with the FAI/CIAM standards. B) Electronic altitude measurements were used successfully for the third time. Some technical details at models (vent holes, etc) should be more precisely refined to allow registration of altitude records with use of this method. C) Misunderstandings on application of the rule 2.4.3 in SC4 Volume SM on technical specifications of altitude models in class S1 (boat tailing), that was clarified by the Jury in World SM Chs 2010 in Serbia repeated. The German Team brought S1B models built according to the rules, but they were rejected by the model processing team. A German complaint forced the Jury to re-clarify the differences between the wording of the rules in most translations of the Sporting code used in Eastern Europe and the original CIAM text. It was clear that in case of Class S1 the smallest body diameter must be not less than 18 mm for at least 75% of overall length of each stage, but the ending of the sentence made confusion: "including its back section". It was clarified that if the request of 75% is fulfilled, diameter of boat tailing part may have a diameter smaller than 18 mm (as well as it is case with the nose cone). This was announced to all competitors in class S1. **D) In the rule SC4 Volume SM par. 11.7.5.4 must be immediately strictly forbidden presence of pilots or helpers in the landing circuits during models' landing for safety reasons.**