

FREE FLIGHT WORLD CHAMPIONSHIP F1A F1B F1C JURY REPORT

FAI Jury

Ian Kaynes	GBR	President
Pierre Chaussebourg	FRA	
George Batiuk	USA	

Dates

May 2 to May 9 2011

Location

Embalse, Cordoba, Argentina

Information

Bulletin 1 and 2 had been issued before the Championships. Information during the Championships was issued by posting notices at the hotel which was the administrative centre. However, these were not always given with adequate notice and were not easily seen by competitors living in the other hotel or outside the complex.

Participation

F1A 75 competitors from 31 countries plus the defending Champion

F1B 68 competitors from 28 countries

F1C 37 competitors from 16 countries

Accommodation

Teams and officials were housed in two hotels and bungalows, in the same tourist complex that had been used for the World Championships in 1989 and 2005. Breakfast and dinner were served in the hotels and food bags provided for lunch. All were good quality.

Flying site

The flying site consisted of agricultural fields from which all crops had been harvested. About 2.5 km north, there was a lake and nuclear power plant, which made a few problems for retrieving during windy second round on F1A day. Moving the starting line upwind solved this, aided by reduced wind speed. There were a few trees and bushes which had been significant in the World Cup event but affected only a few flights in the World Championships.

Weather

The days before the Championships had strong winds which delayed a World Cup event scheduled at that time. This was completed but with problems of fog in the mornings causing the postponement of flyoffs. The three days scheduled for the Championships events had much better weather and the flying for each class was completed within single days with flyoffs in the evening of the event. Variable wind direction caused some changes of starting line and during the second round of F1A a strong wind suddenly developed. The starting line was moved after the end of the round and the wind reduced during the rest of the day. The wind was lighter on F1B day and very light on F1C day. The visibility was good for all flyoffs.

Competition

Model processing before the competition was carried out efficiently but the schedule was changed to suit the weather-affected World Cup event. Some processing was brought forward to an earlier day, later sessions were modified, and the venues were changed. The teams were inadequately informed about these changes, leading to some confusion and time wasting.

A different part of the flying area was used compared to that for the 2005 Championships. In some directions visibility was more limited but the starting line was moved to minimise problems. Each morning the starting line was established quite late before the scheduled start of competition so that there was a slight delay to the start of F1A and F1B. Changes of starting line during the day were carried out efficiently.

In F1A there were 17 competitors in the flyoff, 12 scored maximum in the first flyoff. The second flyoff held 30 minutes before sunset was won by the only flyer to score the 7 minute maximum.

In F1B 21 reached the flyoff and 15 of these continued to the second flyoff, when all models glided down with times less than the maximum to give a clear winner.

12 competitors reached the flyoff in F1C. The Jury were concerned that more than one competitor might make flights longer than 7 minutes in the second flyoff and the maximum was increased to 9 minutes to ensure completion of the competition in the good conditions. In the event 7 flyers maxed in the first flyoff and in the second flyoff all models landed in times below 7 minutes.

There were often more people at the starting poles than the permitted competitor, helper, and team manager. The organisers asked team managers to enforce the rule but this was not effective since it was against team interest and there was no official to impose the rule. This could have had safety implications in F1C when a number of models crashed directly after launch (impacting within a few metres of launch position), but luckily none of these crashes hit anyone. The Free Flight Subcommittee should consider the safety aspects of F1C.

There was not an adequate scoreboard. Scores were displayed only by posting a single sheet of computer output on a noticeboard which was not convenient for viewing by large groups of interested people. Results were uploaded to the internet during the day, and so it is likely that spectators in other parts of the world were better informed than many at Embalse.

The random checking of models during the competition was deficient, in terms of the characteristics checked and demonstrating that the required 20% had been checked. Checking of the winning models after the competition was also lax, in that the models were not directly impounded but competitors asked to bring them to the hotel during the evening.

Timekeeping

There were very few problems with timekeeping during the Championships. In particular, the flyoff flights were timed accurately which permitted a clear conclusion to determine the winner in each event.

Opening and Closing Ceremony

The opening ceremony was held in the sports stadium. It was followed by a pleasant innovation, an opening banquet lunch in Hotel 7 at which meat was served from a special barbeque.

The closing ceremony was held in the theatre in a nearby hotel. The organisers had planned to display national flags only as images on a small monitor screen at the side of the stage. The jury requested the use of the physical flags which were available. It was arranged that these would be hoisted behind the competitors on the podium, but some incorrect ones were shown. The wrong anthem was played for one presentation, the Ukrainian team then singing their anthem instead. The ceremony was somewhat confused with presentations also made for the World Cup. The Championships was not formally closed.

There was a problem with the FAI diploma. The organisers had completed these showing just the class and not indicating whether they were for team or individual result. It was not possible to rectify this after all the diploma had been printed. Replacement diploma were prepared by the FAI Office and mailed to recipients.

The closing banquet in Hotel 7 was equally good as the opening banquet.

A copy of results was issued to each team during the evening before the Jury had approved them. Amendments were made, including further hand written corrections, before the jury could approve the

results. These still included the non-standard abbreviation of UK for United Kingdom. The revised results were available for download from the organisers' web site from May 17.

Protests

There were no protests.

One team made a complaint against the rule that had been imposed for all boxes and other equipment to be kept at the ends of the starting line for F1A. This had been proposed at the team managers meeting to allow better freedom of movement for flyers when towing near the line. There had been no objection at the meeting and so the idea was adopted. The complaint was rejected.

Observations

The bad weather for the World Cup event impacted on the Championships. Model processing schedules were changed to suit running the World Cup without adequate information given to teams. World Cup flyoffs and revised processing schedules hindered time for practice for the Championships. While a World Cup event before the Championships provides useful practice for both competitors and organisers, it is undesirable for it to impact the Championships schedule to the extent that occurred.

Conclusion

There were a few problems around the event but the weather and organisation on the three Championships competition days were good. This led to a very successful Championship with good clear results achieved in each event. The Jury wish to thank the Federacion Argentina de Aerodelismo for a successful World Championships