

## **Report by the FAI Jury**

**on the**

### **8th FAI Asian Oceanic Championship for Aerobatic Power Model Aircraft 2010, Class F3A**

#### **General**

This successful and enjoyable Continental Championships was organised and executed by the Philippines Negros Aeromodellers Club from September 19th to September 26th, 2010. The ideal facilities of the old Bacolod civil airfield offered excellent flying conditions for the 25 competitors from 8 nations.

#### **Information**

All necessary and helpful information was communicated to teams through several bulletins. All aspects of the championship, lodging, travel cost, rules, local rules, and procedures were covered. Score sheets were processed without delay and made public in a prominent spot with easy access. Team manager meetings were held prior to the preliminary rounds and the semi-finals. Prior to the finals a meeting together with finalists, team managers and judges was performed as well.

#### **Accommodation**

Teams were accommodated in a hotel close to the competition site. Judges, officials and staff were booked in the same hotel of high standard and daily transportation to and from the competition site was provided by the organiser. Deeply appreciated was the availability of breakfast from 05:00 a.m.

#### **Practice**

There were two practice locations available to the teams throughout the duration of the championship and within close driving distance. Prior to the preliminaries each team was granted a reasonable time slot offering sufficient practice opportunity to the competitors at the competition site.

#### **Competition Site**

There was one morning and one afternoon flightline, well prepared with a tarmacadam runway and all the necessary layout borders marked in well visible lines. However, the vegetation, or the sea below the manoeuvring zone, did not allow the left and right hand markers to be placed in the desired 150m distance from the competitors stand, but were posted closer. This situation and supplementary landmarks to determine the borders of the manoeuvring area were explained thoroughly to the judges and team managers on the spot well before the beginning of the competition.

#### **Model Aircraft Processing**

All instruments and procedures were examined by the Jury in advance, while no corrections appeared to be necessary. Checks were also performed according to the local rules. Altogether, the processing was performed proficiently and only minor adjustments had to be made to a few model identification stickers. Sound tests were performed with every flight. No re-check was necessary. General model aircraft examinations were performed on all finalists immediately after the unknown schedule without any infringements noted.

#### **Organisation and Execution**

The entire championship was conducted in an appropriate manner. The atmosphere was very friendly and relaxed, and competitors exhibited good camaraderie in their interaction with each other. The weather was hot with minimal rainfall that did not affect the competition.

The flight line was organised well and all competitors were called through loudspeakers in time to prepare and enter the ready boxes. In the case of a flight time out the flight line director signalled the cessation of scoring to judges as well as to the competitor.

There was no transmitter impound, since only all competitors used spectrum spread R/C equipment. There were no model aircraft accidents to report.

The scores and results were processed by the CIAM-approved GNAMI-Software including the TBL statistical average system and detailed assessment of judges evaluations for each round. The

Subcommittee chairman discussed and analysed with the judges and jury the results of the judge analysis produced by the TBL scoring system.

The flying skills of the top pilots were remarkably high, though the lower ranking competitors performed much poorer than the average. Two bi-planes competed with monoplanes, as did internal combustion motors with electrics of an increasing variety of different design, such as outrunners, inrunners, and counter-rotating/double propeller systems.

### **Public Relation**

The event was announced in local newspapers and on several days Philippines TV reporters took footage of the activities on site as well as conducting interviews with a number of officials and team members.

The event's website ([www.aocc2010.com](http://www.aocc2010.com)) will be updated with scores, results, and picture galleries published.

### **Conduct of Jury and Judges**

No protests were filed, however, a few minor complaints were addressed to the Jury, which were explained and settled satisfyingly right on spot.

All three Jury members were present and available on site throughout the competition.

One panel of five judges was appointed. A reserve judge was called to duty throughout the competition.

Extensive judges' briefing and theoretical training was performed in a prepared conference room, and practically with several flights of non-competing pilots on the flight line prior to the preliminary rounds and semifinal rounds. Warm-up flights for judges were made by non-competing pilots at the judge panel's start of duty.

The judging evaluation showed some inconsistency and some slight uncertainties due to inexperience of the two new judges. However, all judges proved to be very committed to the best possible performance.

### **Ceremonies and Banquets**

An impressive opening ceremony was performed at the hotel ballroom. The organisers put on a cultural performance that was well received. The FAI anthem was played and the FAI flag flown prominently amidst the flags of the participating nations throughout the competition. A buffet was served that evening, well attended by all teams and the organising staff.

An unusual and remarkable gesture by the organising committee was the arrangement for all meals during the contest to be taken at different downtown restaurants of varying and interesting styles.

This was much appreciated by the competitors and officials alike.

The closing ceremony took place again at the hotel ballroom where medals and the individual and team trophies were awarded to the winners. It was followed by an excellent banquet/dinner and dance. Jury and judges also received mementoes for their contribution.

### **Conclusion**

It is the opinion of the FAI Jury that this Continental Championship was organised with passion and dedication and executed in an appropriate manner.

No deviation from the FAI Sporting Code was registered and no exceptional circumstances arose.

The Negros Aeromodelling club of the Philippines and the organising team are to be congratulated for an enjoyable event.

The FAI Jury:

Ken H. Hirose (Japan), Delegate, Member of Subcommittee F3 Radio Control Aerobatics  
Jury President and report author.

Chan Tze Law (Singapore) Member Subcommittee F3 Radio Control Aerobatics  
Jury report read and approved

Miguel Ramos (Philippines) National Aero Club, Philippines  
Jury report read and approved