

# FAI JURY REPORT ON THE 2010 F2 CONTROL LINE WORLD CHAMPIONSHIPS

for seniors & juniors

Gyula, Hungary, 23rd July – 1st August 2010

## Contest Information

Three bulletins were published and emailed to the appropriate NACs. The Organisers also set up a website for information purposes.

Two Team Managers' meetings were held, the first on Sunday 25th July (processing day) and the second on Monday 26th July (the first day of official flights). The Organiser was unable to be present at the second meeting.

A very large information board had been erected next to the main control building and this was used to display information, emergency notices and results in a timely fashion.

## Entry

The entries were:

288 in total (including dedicated F2D mechanics) from 37 countries (Armenia (F2D entry) flew under the FAI flag);

30 juniors from 17 countries

F2A - 52 in total: 46 seniors from 20 countries & 6 juniors

F2B - 80 in total: 69 seniors from 29 countries & 11 juniors

F2C - 45 in total: 43 seniors from 17 countries & 2 juniors

F2D - 78 in total: 67 seniors from 25 countries & 11 juniors

All four defending World Champions competed but none were successful in retaining their titles.

## Accommodation & Food

Accommodation was the usual mix of hotels, pensions and camping at the flying site. The FAI Jury accommodation and food was adequate. We did not hear of any problems regarding the other accommodation other than initial problems with the toilets at the camping area on the flying site. These were speedily resolved.

There was an excellent luncheon buffet that served hot and cold food of a very good quality at reasonable prices throughout the day and most of the evening at the flying site.

A mini-bus was provided to transport the FAI Jury to & from the flying site each day.

## Flying Site

Mr Ferenc Orvos, Organiser, had secured the splendid regional airport of Bekescsaba, some 10 kilometres from Gyula, for the Championships. This airport is home to full-size private aircraft, gliders, hang-gliders and other airports. There is purpose built hard circle for F2C. The airport was transformed into an F2 flying site but it is to be noted that other airports used the site quite harmoniously during the F2 Championships.

**F2A** was located at the north eastern end of the site and was thus a little isolated from the other three categories, but it had the distinct advantage of a very large hangar for the teams to use as a working area and occasional shelter from the weather. However, a big disadvantage was that cars had to be left at the car parking areas at either the main control car park or the general car park. This meant that there was either a 500m or 300m walk for the F2A competitors carrying their heavy model boxes and ancillary equipment.

**F2B** had two official grass circles, A & B, and a large practice area in the south west quadrant.

**F2C** used the permanent circle (dough-nut type) at the south east corner (and near the car park and entrance to the F2B, F2C, F2D area) as the official circle and had a practice circle immediately to the east of the main control building.

**F2D** had a large area for official and practice circles towards the north west of the site.

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**Main Control** was located in the airport's terminal. This was allocated to the FAI Jury and the Judges. It was also where the Championship administration was carried out and was used for the in-competition random processing of model aircraft. It was a very pleasant building with air-conditioning and a well-stocked refreshment area. It lacked privacy for the FAI Jury to work and so discussions had to be held in a small non-airconditioned corridor at the back of the building.

**The Campsite** was located to the north of F2D.

## **Processing**

F2A: No problems were reported.

F2B: The processing officials did not arrive until an hour after processing was scheduled to begin. Mr Serge Delabarde, Mr Claudio Garcia Rosa and Mrs Joan McIntyre undertook the F2B processing.

F2C: No problems were reported.

F2D: No problems were reported.

In-competition processing for all four classes was conducted correctly and with the specified equipment. All checked aircraft were with the rules specification.

## **Weather**

The weather was very variable with wind, rain, sunshine and cloud throughout the Championships with variable weather on a number of days but it did not cause any major problems.

## **Competition**

### **F2A Speed**

There was no Contest Director for this class and this caused some problems. The Chief Judge, Goran Olsson, ultimately doubled as the CD. He was unable to generate the score sheets, results sheets and other paperwork necessary for F2A and so the FAI Jury President had to undertake this task and also to prepare the results from the flight scores.

The flying order draw was made by the FAI Jury President and the Organiser's Administrator.

Communication between the F2A CD and the Organisers seemed to be problematical.

The flying schedule had to be changed because of the lack of F2A equipment & competition facilities with the first round and the first free-practice days swapped over. The micrometer for checking the line diameter was not up to standard and unsuitable especially in the hands of an inexperienced person. Mr Halman, GBR competitor, loaned a suitable micrometer for the duration of the Championship. It was necessary to train all the assigned personnel who performed competently thereafter.

The cage had a large open segment on the "competitor access only" side of the hard-standing that was itself adjacent to grass. This caused problems for dolly recovery as they were hidden by the grass. Cutting the grass helped but did not eradicate the problem.

There had been an incipient problem with the pylon during the World Cup run on the two days prior to the Championships and the pylon failed during day the second practice day but was repaired promptly causing only a short delay to that day's practice.

There were a number of Primary sensor failures and in those instances scores were taken from the Secondary sensor. There were also a number of failures of both sensors and replacement attempts were given in such instances.

The entries were higher than the 2008 World Championships and it was pleasing to see six junior entries.

The competition was hard fought and the top three placings were all achieved with flights of over 300 kph; the first time this has happened at a Championship under the current specifications.

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## **F2B Aerobatics**

It is understood that the F2B Circle Marshall doubled as the CD for this class.

As well as the two competition circles, there were two training circles. All the circles were grass and their surfaces were not quite up to the expected standard. This was especially evident on competition Circle B which generated one protest and a number of re-flights.

The Panel of Judges on Circle A was led by Serge Delabarde and on Circle B by Stefan Kraszewski.

The officials responsible for the line pull test and for time keeping had not been previously trained and just before the beginning of the first round had to be shown how to perform their tasks.

The flying order draw was made by the FAI Jury President plus Judges Serge Delabarde, Claudio Garcia Rosa and Stefan Kraszewski. It is not usual for the Judges to be involved in the draw in F2B but in this case there was no-one else available to do it.

The excellent scoring administration was conducted on the field by Mrs Havan with one assistant. An extra helper would have been helpful to reduce the pressure on these two people.

There were slightly fewer entries than at the 2008 World Championships with a marginal increase in the overall percentage of junior entries (13.75%). The highest placed junior in the overall classification was 17th.

## **F2C Team Race**

It is understood that the F2C Circle Marshall doubled as the CD for this class.

The flying order draw was made by the Panel of Judges overseen by the one of the FAI Jury members.

Everything ran smoothly but, nonetheless, there were a number of protests. The Finals race alone generated multiple protests. As the F2C Finals race was the last flight of the Championships, it greatly delayed the Championships finishing within a reasonable time of the due finish time.

For these Championships a second, backup, video camera was installed in the Jury tower and was operated by Mr Kramerenko, the Ukrainian Team Manager. Of course, Mr Kramerenko is above reproach but, in the interests of being fair *and being seen to be fair*, using a competitively involved person is not a practice that should be repeated. The operator of this backup video needs to be someone who is not competitively involved in the Championship.

It was noted that there were a high number of run-ins on take off and landing,

New world records were set in the Semi-final and Final races under the changed line diameter specification.

There was an increase in entries compared to the 2008 World Championships but it was disappointing to see that there were only two junior teams this year, one less than 2008.

## **F2D Combat**

A Contest Director had been appointed for this class.

The flying order draw was made by the Panel of Judges overseen by the one of the FAI Jury members.

All 6 scorers plus one of the line check personnel were experienced people from outside Hungary. The organisation worked well together.

Some lack of preparation delayed the start of the first day by about one hour.

More safety barriers had to be erected after the competition was underway and the circles had to be re-made using paint instead of chalk or tape that was not weather-proof. The grass had to be mown after it was found to be too long for safe flying.

During the competition the shut-offs were regularly checked at random by the judges.

There were seven fly-aways; the shut-off device did not work in one case and the competitor was duly disqualified.

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Unsporting behaviour was carefully monitored and appropriate action taken when necessary. The total entry was down by 14 on the 2008 World Championship and there had been a decrease of one in the junior entry.

### **FAI Jury**

The FAI Jury comprised Mr Bohumil Votypka CZE, Mr Lyubomir Donchev BUL and Mrs Jo Halman GBR (President).

### **Protests**

There were 16 protests of which five were upheld, eight were denied, two were not accepted by the FAI Jury\* and one was withdrawn by the Team Manager before it could be considered by the Jury. The breakdown of protests by class is: F2A: 2; F2B: 1; F2C: 3; F2D: 7

\*Each of these two protests concerned the same incident which, in the Jury's opinion had been no-one's fault. The FAI Jury met with all three Team Managers who accepted the Jury's decision that the race be re-run with all three teams.

### **Ceremonies**

The opening ceremony was held on the evening of Saturday 24th July on the large hard-standing to the east of the main control building. The flags of the competing nations had been erected around the F2B area but the FAI flag was proudly flying on the podium for the opening ceremony. All the teams paraded into the area, each team leader holding the appropriate "country board", and lined up to hear speeches by the mayor and the organiser.

The prize-giving and closing ceremony had to take place at the banquet where the President of Bekescsaba Regional Airport addressed the audience and presented the F2A individual and team winners with their FAI medals, FAI diplomas and perpetual Championship trophies. The FAI Jury were delighted to present the F2B, F2C & F2D winners with their FAI medals, FAI diplomas and perpetual Championship trophies. Gifts were also given to the officials.

The first class banquet (hot & cold buffet) took place in the huge hangar that had been F2A's working area during the championship. There was a professional public address system, podium and flag-poles for the 1-2-3 medal winners' flags. It was unfortunate that the acoustics in the hangar were not conducive to the occasion and it was difficult to hear beyond the first two or three rows.

As is ever the case, after the prize-giving an extremely loud band began to play that made it impossible to talk and the hangar very quickly emptied of all but the die-hards on the dance floor.

### **Results**

Full results in hard copy were made available to the Team Managers at the banquet where all the teams' FAI licences were also available for collection. A full set of results is appended to this report.

### **Trophies**

<u>F2A Individual</u>	<u>F2B Individual</u>	<u>F2C Individual</u>	<u>F2D Individual</u>
Netherlands Cup	Steve Wooley Cup	Kupok Challenge Trophy	Castrol Trophy
<u>F2A Team</u>	<u>F2B Team</u>	<u>F2C Team</u>	<u>F2D Team</u>
Leonardo da Vinci Cup	Jim Walker Team Trophy	New Asboth Oszkar Cup	Combat Team Trophy

All the trophies were returned and were presented to all the winners. With the delays caused by the late finishing of F2C, it was decided that the trophy presentations were to be made at the banquet. This, too, began late for the same reason and it was not possible to have all eight trophy forms properly completed. It is to be noted and regretted that many of the trophies had not been cleaned before they had been brought to the Championships by the previous holders.

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## Comments

Very many Team Managers were upset and disappointed at the unfinished preparation of the circles and the apparent shortage of skilled staff and necessary equipment. There was, therefore, a simple choice to be made: cancel the Championships or have the Judges & FAI Jury & Team Managers – and, sometimes, even the competitors, help to make the Championships work. Of course this was no choice at all and everyone helped in whatever ways they could. This was, of course, far from ideal but it worked and the Championships were considered by very many fliers to have been very good indeed.

It was clear that the Organiser had been let down in a number of cases by his choice of personnel and lessons must be learned from this.

The Organiser was quick to resolve the circle issues in most cases but, for four classes, this was a huge task for him and there were inevitable delays in resolution.

There were not enough personnel in Main Control: only one young lady on a permanent basis who was, nonetheless, extraordinarily capable, and a very occasional helper. There were not quite enough people in the Championship infrastructure.

Many of the officials and helpers displayed a lack of experience or training.

An additional interpreter would have been helpful especially for F2B Judges briefings.

In the Bulletins, none of the four classes showed a Contest Director (CD) among the officials. Prior to the Championships I advised the Championship Contest Director that this needed to be addressed but this point was not fully resolved. Only F2D had a dedicated CD; for F2C & F2B the Circle Marshalls doubled as CDs and in F2A, eventually, the Chief Judge reluctantly took on the CD's role.

A two-part seminar on F2C, F2D & Noise was held on Friday 30th July.

## Conclusions

Despite the problems outlined earlier, these World Championships can be considered successful in all four classes.

An F2 Championships demands huge resources across the four classes and the organiser, organising staff, competition officials and judges must be thanked for their hard work in making these Championships happen.

Thanks must also go to all the competitors for their participation and to the team managers, families and supporters for the support and encouragement of the competitors and the Championships.

I should personally like to thank my two FAI Jury colleagues, Mr Votypka and Mr Donchev, for their unstinting hard work and devotion to duty and valuable contribution to Jury discussions and adjudications.

## Recommendations

1. That experienced personnel are allocated to all key positions and brought in from other countries when necessary, which will be often.
2. That the F2B Judges conduct the F2B processing as is done in F2D. This would reduce the number of extra processing officials required and the F2B Judges are very familiar with the Sporting Code to which the model aircraft processing must comply.
3. That any Organiser must be prepared to have enough staff and equipment so that the competition circles are at a proper state of readiness in time for the start of the Championships.
4. That certificates are prepared well in advance of the championships leaving only the 1-2-3 names to be completed when the results are known. Given the maximum number of certificates to prepare (99), this simple remedy will save a great deal time and tension, and is one less task to do, at the Championship.

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5. That a rule change be considered for F2C so that in the case of a re-flight for two teams in the Finals race, the fourth placed team to be called up to fly in order to avoid only two teams in the Finals race.
6. That an additional rule is required for F2A to specify a pilot circle and, in the cases of a single solid flying area, a flight circle for safety. The flight circle may not be more than 20m so that the TransiTrace sensors may be safely sited at the optimum point of 21.5m.
7. As a help to future organisers, it may even be necessary to specify in the Sporting Code that a Contest Director must be appointed for each class.

Mrs Jo Halman  
President  
For and on behalf of the FAI Jury