

Jury report on the 2008 **F2 Control Line** World Championships
for seniors and juniors
Landres, France, July 28 - Aug. 4, 2008

Contest Information

Two bulletins were distributed on the internet before the event in time and contained all the necessary information.

One Team Managers' meeting was organized at the end of the arrival day for team managers, officials, judges and the jury. For F2C and F2D, the event directors or the head of the panel of judges and the F2D circle marshal explained and cleared some important rule interpretations. There were no contest directors or officials from F2A or F2B.

Entry

The final total entry was 312 competitors from 41 countries (F2D mechanics not included). The junior entry was 33 from 22 countries. A total of nine ladies were competing, two of them were juniors. The respective numbers in the four categories were the followings:

F2A – 46 total, 41 seniors from 19 countries and 5 juniors from 5 countries

F2B – 89 total, 77 seniors from 34 countries and 12 juniors from 11 countries

F2C – 42 total, 39 senior teams from 21 countries and 3 junior teams from 3 countries

F2D – 92 total, 80 seniors from 30 countries and 12 juniors from 12 countries.

Accommodation and food

The accommodation was organized in different versions (in hotels and camping on site). The accommodation for the officials was good, we have not heard about problems at other places. The breakfast in the hotels, the lunch and dinner at the site were very good and plentiful, the same for the participants and officials.

Flying Site

The flying venue was the control line stadium besides Landres. Separate F2A, F2B (one on concrete one on grass) and F2C circles were available and a grassy field for F2D big enough for two circles, one of those having concrete centre. The hard centre surface of some circles was too high, that was a potential danger for stepping down accidentally and this caused some problems.

On-line electronic system was used to continuously display the results in the four classes on four large LCD screens at the balcony of the local clubhouse, which is new in our discipline. In addition to that, two unique, very informative electronic displays were used also the first time at the F2A and F2C circle helping the spectators to follow the contest. At the F2A circle the system had direct contact to the speed measuring equipment showing also the lap by lap speed and the final result of the competitors. Both displays showed the top ten by competitor number, country & result. However, there were no other results at the circle and it was, therefore, hard for fliers or spectators to be able to keep track of team positions. The results were displayed on a notice board at F2C.

Competition

The weather conditions were changing, but apart from the turbulent wind on some days, it was flyable. We had rain only during the last quarter of the prize giving ceremony. The changing weather conditions strongly affected the setting and performance of the engines.

In **F2A** there was a smooth contest (led by Francis Capo) apart from the unstable electric power supply. The results were very close in the individual ranking and in the team contest as well except for the winning team. The general speed level increased while the top level is still stagnates.

The jury controlled the TransiTrace logs after each round of flights. The standard fuel was commercial product, not mixed by the organizer. However, the "official" fuel offered by the organisers and purchased in advance by some of the fliers for training purposes was not the same that dispensed during the competition. This caused problems.

The F2A officials were unaware of some of the F2A rules: initially, the primary and secondary TransiTrace results were being averaged for the official result; there were no binoculars to enable accurate observation of the pilot placing his handle in the pylon for an official flight (Organiser Guide 8.3); unauthorised personnel were initially allowed in the circle to help teams; the officials were not knowledgeable regarding the flushing of fuel tanks and checking of shut-offs prior to official flights. Previous championships hosted by the organisers had augmented the local officials with international officials but that was not the case here.

The **F2B** contest was smooth (led by Pierre Alberola) apart from the turbulent wind. The flying standard of the top and middle level competitors was again very close. The FAI jury asked the judges at their briefing to widen the scoring range, start scoring of all manoeuvres from 10 and independently to who is flying. Watching the scores improvement could be seen. On the other hand, the Jury is of the opinion some of the judges still tend to use a rather narrow part of the full available range of points and scores the manoeuvres of a given competitor in a small range (down to some tenth of a points difference). The close scoring makes a kind of random effect on the results.

The judging meeting on the first day had no real support. The attendance was very low comparing to the successful and repeated meeting in Belgrade last year.

The F2B score calculation was running smooth there was no claim. The carbonated copy of the judges' score sheets was given to the competitors immediately after their flights.

During the night before the final rounds, Louis van den Hout (NED) became ill, therefore he was replaced by the on spot available international judge Claudio Garcia Rosa (ARG).

The **F2C** contest was rather clean, running well (led by Bernadette Constant). There were three protests, one upheld, two denied. The team race panel of judges did their best contrary to the fact the races getting more and more fast therefore the observation is getting harder, over the human capabilities. Problems may happen so quickly that there is no way to watch some details, which may lead to misjudgement as in the case of the upheld protest (just the video recording made possible to consider the case). There was no problem with the timing. One world record was set: 200 laps by the team of H. Simons / G. Potter from Australia (6:13.2 min). The FAI jury President sent the preliminary claim for the record to the FAI office and CIAM Technical Secretary did action to get the necessary documentation and informed the team what and how to do for the record homologation.

There were only three junior F2C teams, but their flying capability was quite good. The winning time was impressive.

The **F2D** contest in general was smooth in spite of the very tough and sometimes not clean fights, thanks again to the well-trained international group of officials led by the contest director, Pavol Barbaric and the chief combat judge, Ingemar Larsson. The juniors did again very well in this category, even taking the senior silver medal.

We had a reasonable number of fly-away (6), 4 of them was "far", and fortunately there were no injuries or other problems apart from that the long contest (92 entrants) and long lasting high level noise overloaded the contest officials and reduced their concentration and efficiency.

Jury

The FAI Jury consisted of Guido Michiels from Belgium, Jo Halman from the United Kingdom and as President Andras Ree from Hungary.

The jury handled ten protests, three in F2C and seven in F2D. Three were upheld, six denied and one not considered (became irrelevant in the meantime).

Ceremonies

The opening ceremony was held in the evening of the processing day on the combat field. It included a reception and a fascinating professional firework show combined with video effects. Besides the local authorities, local inhabitants were also present. The prize giving ceremony was running on the flying site, where the FAI medals and diplomas and the perpetual trophies were given to the winners of the first three places. The closing banquet was held in a school gymnasium some 20 kilometres away from the contest site. The prizes of the organizers were given to the individual winners at the banquet, besides gifts to the officials. The mood was

good, the dinner as well, the drinks were included. Just the music was too loud not allowing to talk on a normal way.

Trophies

The jury checked the condition of the perpetual trophies. The F2A trophy has a sturdy protective carrying box, but the F2D individual trophies and the F2D team trophy do not. The F2C team trophy bag was left in Spain in 2006 (UKR).

Others, remarks

A general public addressing system would have been useful not only at the F2C circle and, ideally, at each of the circles to inform the spectators.

For the much attended F2D category a World Cup event immediately followed by championships proved to be not feasible. The world cup had to be extended with one day (and could not be finished anyway!). The judges had no free day to prepare for the championships but were the next day already engaged in the processing.

Conclusions

The 2008 F2 World Championship was a successful event in all of the four categories. Our thanks are going to the hard working organizers, timekeepers, judges, helpers, family members, local ones and the international staff from abroad as well.

Some minor mistakes happened, but the organizers led by Jean-Paul Perret and Bruno Delor were ready and able to solve these shortcomings in cooperation with the jury, judges, local and international staff members.

Thanks to them and the contributing officials and experts – from Belgium, Germany, Netherlands, United Kingdom, Slovakia, Serbia and Sweden – for the work and efforts made for the control line aero modelling community.

Recommendations

The jury is of the opinion – in agreement with the current and previous organizers – some facts are to be considered in the interest of the future of control line activity:

- The load on the judges (F2B, F2D) is too high, therefore they are getting tired, losing concentration, that leads to the decrease of the judging level. A World Cup event prior greatly aggravates this.
- Contest events in the F2C and F2D classes happen so fast – time to time beyond the human capabilities – the judges may not be able to recognize important details, and the best competitors to handle the problems.
- F2C and F2D panels of judges are to handle the problems as much as possible on the spot instead of leaving such decisions for the FAI jury.
- Reducing the high level and long lasting noise to be decreased in F2D and F2C (applying more efficient silencers, revised contest procedure, engine cut, shorter bouts etc.) In the short term they must become “ear protection” zones.
- The hope to increase the judging level in F2B is to organize effective judge’s seminars at least connected to the championships.
- The very tight schedule of the last contest day is to be revised because of the extremely high mental and physical burden on the organization even if there is no unforeseen event. Any delay because of the weather or any other reason may produce irresolvable problems for the organizers and inconvenience for the participants (e.g. having no time to fill the very many diplomas, delay in prize giving and banquet, etc.).

On behalf of the FAI Jury

Andras Ree
President