

FAI JURY REPORT ON THE 2014 F2 CONTROL LINE WORLD CHAMPIONSHIPS
For Seniors & Juniors
Wloclawek, Poland, 9th – 16th July 2014

1. Contest Information

Only one bulletin - Bulletin 1 - was ever issued. Despite a number of emails to the organisers to issue a second bulletin to include specific important technical information provided by the F2 Subcommittee Chairman and the FAI Jury, this did not happen. It is simply not adequate to issue only one bulletin for a Championship.

The organisers also set up a website.

An information board was available outside the main building. Information was also placed on boards at each circle.

Two Team Managers' meetings were held: the first on Saturday 9th August essentially for processing and official training details and the second on Sunday 10th August prior to the first rounds of the Championships.

2. General

There was seriously poor communication prior to the Championship from the organisers to the F2 Subcommittee Chairman and the FAI Jury President and, indeed, the competitors.

The procedure for invitation letters for those competitors who needed visas was seriously flawed which caused great difficulty and financial burden to the RSA competitors and supporters. The organisers also charged 30 € for each invitation letter which seems somewhat unethical.

Although not mandatory, it would have been a compassionate gesture to refund the entry fee for the competitor who had given early notice of withdrawal through serious illness.

As has happened at previous F2 Championships, a World Cup in F2A, F2B & F2C was held over the two days immediately prior to the Championships. Although this gives an opportunity to test out the facilities and officials, it does take up time and resources that would have been better spent in getting the site to full working order before the Championships begin. As has been commented in previous FAI Jury reports: *if a World Cup is run before the Championships then it is strongly recommended that a free day is scheduled between that and the start of the Championships.*

There was little covered facility available for the competitors to work on their model aircraft or engines.

All the officials across all four classes worked extremely hard for the seven days of the Championships, often working from very early in the morning to very late at night.

Very many of the office staff spoke English which was a great help and the official interpreter was first class.

3. Trophies

FAI Trophies

All eight of the trophies were returned. The F2B Team trophy "Jim Walter Team Trophy" was dented and scratched in one area. The F2D Individual trophy "Castrol Trophy" was returned in a dirty condition. The F2D Team trophy "Combat Team Trophy" was returned in an extremely dirty condition and when cleaned by the organisers it showed corrosion damage in the interior of the bowl. The CIAM Secretary has been informed via the Trophy Report forms.

The organisers are to be commended on the effort put into cleaning these trophies to bring them up to the standard of the other trophies.

The completed trophy forms were returned to the FAI & CIAM Secretary.

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Organiser Trophies

The organisers provided attractive trophies for the competitors placed 1st, 2nd & 3rd.

Special Trophies

The President of Poland, Mr Bronislaw Komorowski, very kindly provided the most magnificent crystal trophies for each of the winning teams.

4. FAI Jury

A FAI Jury room was made available in the main building. It would have been greatly enhanced by the addition of a printer and a working kettle but neither was available. Given the huge spread of the site, communications between FAI Jury members, and the Jury and the officials, was very difficult. Communication devices had been requested for the FAI Jury but none had been provided. The FAI Jury had a car for their dedicated use but given the airfield layout and restrictions one car was not always sufficient.

5. Flying Site

The flying site was a working airfield that was kept open for gliding and parachuting all through the F2 Championships and this presented various serious problems:

a Safety:

- i) The actions of the gliders and the parachutists caused comment and alarm amongst the competitors across all four classes with both the direction they took when flying and coming in to land, and the low height and close proximity to the circles.
- ii) The gliders and parachutists crossed over the F2B circles especially low.
- iii) Two of the British team are experienced and current glider instructors and commented that the actions of the gliders, at least, would not be tolerated in the United Kingdom.
- iv) The main 'chute of one of the parachutists failed. He cut that 'chute and employed his reserve chute however the main 'chute landed in one of the F2B circles during official practise when one of the German team was just about to begin his take-off. Only the quick thinking of his helper in cutting the model aircraft engine prevented a nasty accident.

(Cross refer to Item 17: Recommendations, sub-item a).)

- b The model flying areas had to be very widely separated with the F2A & F2C circles in front of the main building and the F2B & F2D circles at the far corner of the airfield, the "other side" with the active part of the airfield between these two areas.
- c Two aircraft were used to tow the gliders and take up the parachutists. The take-off & landing strip for these aircraft ran parallel to, and close by, the F2A & F2C circles and caused huge dust clouds. Eventually, a water wagon was utilised to help to reduce the amount of dust. But not before a number of the F2A engines suffered problems from the dust.
- d There was a single restricted very long access route from the main building side to the "other side". This access route to the F2B & F2D circles was dry and dusty and where traffic passed the F2D circles on the way to the F2B circles, a great deal of dust was generated which caused problems for the F2D engines. Later on the road was watered and the rainy weather significantly reduced the dust.

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5. Flying Site.../cont

- e The separation of F2A & F2C from F2B & F2D and the restricted access route presented serious logistical problems for those competitors who compete in multiple classes; for those competitors that act as helpers to their team members in other classes; for those supporters, including the families of the competitors, who had no transport; and sometimes for the FAI Jury in carrying out their supervisory duties and protest administrating.
- f The new “doughnut” circle built specifically for these championships and allocated to F2C was built very close to the existing F2A circle. The F2C line-check was initially located far too close to the F2A circle and during the World Cup it was clear that the engine noise from the F2C line-check was interfering with the flying in the F2A circle. In time for the first official flights, the organisers re-located the F2C line-check to the far side of the F2C circle which helped considerably.

6. Weather

The weather was variable. The World Cup days and processing day were very sunny and hot. After that the weather was generally windy and changeable from sunny to overcast to rainstorms although it was still warm with the temperature ranging between 22°C – 30°C

There was a huge rainstorm on the second day of the official flights that stopped all flying for one hour and on the penultimate day flying was stopped temporarily in the late afternoon because of lightening.

Detailed weather reports were issued reasonably frequently by the organisers.

7. Accommodation & Food

Accommodation was in a number of hotels in Wloclawek with camping at the flying site. There were reports that the camp site was very crowded.

The FAI Jury and most of the officials were lodged at the Pension Michelin close to the flying site. The accommodation and food were good. The lunches provided at the flying site were excellent.

8. Opening Ceremony

This took place in the F2A circle. The Fire Service brass band and folk dancers put on a splendid display with the band leading the parade of teams and the dancers giving wonderful displays of Polish traditional dances. The speeches were in Polish with fast and effective English translation. The opening ceremony ended with a full-size air display.

9. Processing

The area was not really big enough to accommodate simultaneous processing of four classes. One scale had to be shared between the four classes for weighing the models. This was inadequate. The accuracy of the scales was questionable. (Cross refer to item 17: Recommendations, sub-item e).)

No models or engines were in contravention of the rules although minor modification to some F2B spinners had to be effected.

In-competition processing for all four classes was conducted correctly and with the specified equipment. None of the checked aircraft were in contravention of the rules. However, paperwork for the results of processing for record-breaking model aircraft was not available.

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10. Entry

There were 246 entries, excluding the dedicated F2D mechanics, from a total of 35 countries with 26 juniors from 18 countries. The entry breakdown was:

Class	Total		Seniors	Juniors
	Competitors	Countries		
F2A	45	17	40	5
F2B	69	27	64	5
F2C	45	17	42	3
F2D	87	27	74	13

11. Competition

F2A

Initially, the officials needed some instruction and training after which they were very good indeed. The organisation overall was good and it was a good competition.

The new pylon and existing pylons were not to specification. One of the Polish competitors loaned his excellent pylon for the duration of the contest.

The Contest Director supervised the free training sessions to ensure fair allocation of time in the circle.

Mr Olsson, Head Judge, again provided an unofficial display of real time lap-by-lap speeds and overall flight result for each of the official flights.

It must be noted that competitor over-the-head bibs with shoulder straps and side ties are quite dangerous for the F2A class and should not be used. Simple robust rectangles of fabric that pin to clothing are best and are recommended for future championships.

There had been some issues with the practise fuel purchased by the competitors from the organisers, but the competitors were pleased with the contest fuel.

The line-check was not up to standard.

Given against the local background, the white height markers were difficult to see from the height marshal's platform. (Cross-refer to item 17: Recommendations, sub-item c).)

F2B

The organisation was very good.

This year F2B was again run on two grass circles and this caused many problems and unwarranted tension for the competitors.

The F2B circles were bumpy with too-long, stiff grass and weeds. Even after cutting, there were spikes of tough grass or weeds. The organisers were asked to at least cut short the grass on a strip that would be the take-off & landing area and the pilot's circle. This grass cutting was done by one man with a hand-mower (and no roller for the bumps) when it really needed a motorised gang-mower and a heavy roller. Even then it would still have not been to the standard specified in the Sporting Code, although it would have been much better than it was.

A protest regarding the F2B circles and the airfield in general was submitted on the penultimate contest day to the Jury. According to ABR B 17.2 a) protests regarding the contest area must be submitted before the opening of the contest and so the Jury could not accept the protest.

The Jury explained this to the Team Manager and said that it would accept the document as a formal complaint. However there was nothing further that the Jury could do about the content and said that the document would be passed to the F2 Subcommittee Chairman for action for the future which has been done.

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*11. Competition **F2B**.../cont*

It is worth noting that F2B grass circles are too maintenance intensive to be a practical alternative to hard circles or “doughnut” circles especially when the Championships are not held in consecutive years at the same venue. (Cross-refer to item 17: Recommendations, sub-item b).)

F2C

Very good organisation by the Contest Director and his officials.

There were some very exciting races and a new world record was set in one of the heats.

There was a report of fighting between two pilots in the pilots' circle at the end of one of the qualifying races. Both teams were disqualified from that race by the Head of the F2C Panel of Judges.

The FAI Jury is concerned at the increasing level of verbal and physical abuse amongst the F2C competitors.

F2D

The organisation under the direction of the excellent Contest Director was first-class.

Much exciting Combat was demonstrated by the competitors.

With 87 competitors in F2D, two practise circles were not sufficient.

The diameter of the fabric used to cover the pilots' circle was too small for the 2-metre line defining the circle to be painted on it; this had to be painted on the grass and, therefore, it was hard to judge whether or not a pilot had stepped out of the circle.

12. Results

Despite the problems experienced with the results in 2011 and despite the FAI Jury President stressing to Mr Dominiak on a number of occasions that the F2D results in Excel produced by the F2D Head Judge and his team, must be used, the same problems happened again this year. The FAI Jury went immediately after the prize-giving and closing ceremony to check and sign the final results. Some three hours later they were still there waiting to sign off the final results. And despite their best efforts, there were still mistakes in the F2D lower individual and team placings that had to be corrected afterwards. One mistake in the 3rd round of F2A that had been rectified two days earlier re-appeared in the final results. The Jury President corrected this error in the F2A results and forwarded the revised results to the Organiser and the FAI.

The other FAI Jury members noted that the usual and recommended last day schedule does not give enough time to check and validate the results. However, the FAI Jury President feels that if the Organisers were compelled to use the **known and validated F2 competition Excel spreadsheet files**, and not their own-designed Excel files, for each of the four classes, then the flying schedule for the last day would not need any adjustments which will adversely affect the competitors.

13. Protests & Complaints

There were 13 protests, of which 3 were upheld and 10 were denied. Two of the F2C protests concerned the “finals” race. The protest breakdown was:

F2A -	None
F2B	None
F2C -	Five – one upheld; four denied.
F2D -	Eight – two upheld; six denied

Additionally, there were two complaints.

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14. Prize-giving & Closing Ceremony

The prize-giving & closing ceremony took place in the F2A circle. The start had been scheduled for 16.00 and it was planned that the whole of the prize giving – 1-2-3 individual seniors; 1-2-3 individual juniors; 1-2-3 teams for all four classes with FAI medals, FAI diplomas, FAI trophies, organiser trophies and special trophies, would take place then. It was not possible to produce the FAI diplomas. (Cross-refer to item 17: Recommendations, sub-item h).)

16.00 is far too early to schedule the prize-giving & closing ceremony for an F2 Championship. Especially when it is to be held in one of the competition circles on the finals day. And so it proved with a delay of an hour and a quarter. The Fire Service brass band entertained the people during the wait.

As in the opening ceremony, the teams were led into the circle by the Fire Service brass band. The prize-giving observed exactly the correct protocol and the trophy table looked magnificent. As did the young ladies in traditional dress who acted as medal bearers.

The speeches given in Polish were translated into English and vice versa.

The young Polish folk dancers again gave an inspired display of dancing.

The prize-giving & closing ceremony finished at 19.00.

15. Banquet

At 45 €, this was expensive and the FAI Jury had no first-hand experience of the banquet as the problems with the final results meant that they were not able to arrive until after 22.00.

16. Comments

An F2 Championships demands huge resources across the four classes and the organiser, organising staff, competition officials and judges must be thanked for the hard work and effort they put into these Championships.

Mr Marek Dominiak must be especially thanked for his contribution to these Championships.

I should publicly like to thank my two FAI Jury colleagues, Dr Ree and Mr Plocins, for their unstinting hard work, devotion to duty and invaluable contribution to Jury discussions and adjudications.

It is no easy task to organise a four-class championships and when those four classes are as technical as F2 classes, and run simultaneously throughout all the days of the championships, then the difficulties are much increased. If the recommendations are put into place for the future then they will go some way to easing the difficulties of hosting F2 Championships.

The F2 volume of the Sporting Code contains a comprehensive Organiser's Guide at Annex 4F which is especially helpful from item 3 to 8 but with the repeated problems that appear at Championships it does seem that organisers do not read it; they certainly don't follow it.

17. Recommendations

- a. If a full-size airfield is to be used as the venue then ideally no full-size flying or other airport should take place during the model aircraft flying. If this is not possible then stringent and robust safety rules must be put in place and diligently followed.
- b. Given the number of problems with grass F2B circles over the last few years, it seems timely to consider permitting only hard circles or "doughnut" circles for Championships. There will be a cost implication but the situation of poor quality grass circles for F2B cannot be tolerated any longer.
- c. Clause 6.5.1.3 of Annex 4F regarding the Speed track should be amended so that the boards with the height mark inscribed are changed from white to a high visibility colour.

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17. Recommendations.../cont

- d. It was suggested to the F2D Head Judge that rules regarding penalties and disqualification, with special emphasis on (i) safety and (ii) intention should be amended for clarity.
- e. It is recommended that pre-Championship processing be reduced to the marking of model aircraft and engines only. This, in conjunction with the random processing and the checks on models prior to entering the circle, would be sufficient to ensure that any cheating was identified.
- f. There needs to be some formal paperwork ready for completion by the Processing official and to be given to the competitor in the case of record-breaking flights.
- g. Competitor "start" numbers: F2A competitors must not be issued with bib-type devices "bibs" for displaying their competitor numbers; these are dangerous as they can be caught on the Speed pylon. Robust rectangles that are pinned to clothing are recommended. Whilst not dangerous for F2C & F2D, "bibs" get covered with the coloured competition vests and so the same recommendation is made for these classes. Overall, it would be easier for the organisers and the competitors if the competitors in all F2 classes were issued with the traditional rectangles that pin onto clothing.
- h. Although this seems a simple matter it is not often done: Organisers should print all the diplomas for all four classes diplomas before the Championships, thus just leaving the individual or team name to be completed on the last contest day. This information could be hand-written onto the diplomas.
- i. Ideally, the prize-giving and closing ceremony should take place at the banquet. If this is absolutely impossible and they have to take place on the flying site, then (a) they must be scheduled to begin no earlier than 17.30 and (b) and use a non-competition area of the site. In the latter case, the banquet would need to begin around 20.00.
- j. If a World Cup in more than one class is run before the Championships then it is strongly recommended that a free day is scheduled between that and the start of the Championships.

All the organisers are thanked for the effort they put into the 2014 F2 World Championships and for their willingness to adapt and resolve problems as far as they could.

Mrs Jo Halman
FAI Jury President
For and on behalf of the FAI Jury
2014 F2 World Championships