

## **FAI JURY REPORT**

### **2nd F3C Asia Oceanic Continental Championship**

**Cebu City, Philippines**

**25. May – 31. May, 2008**

**ORGANIZATION:** The 2nd FAI F3C R/C Helicopter Asia Oceanic Continental Championship was organized by the “Cebu Aeromodelers Club” in association with the FAI affiliate 3Dash organization. Competition information was provided in Bulletins 0 and 1 with final information provided on the competition web site. Nineteen competitors from 9 countries were registered.

**ACCOMMODATION:** The FAI Judges, Jury, competition officials and most of the competitors stayed at the “Marco Polo” hotel in Cebu City. Breakfast and dinner were served at the hotel. Lunch was provided at the flying field.

**JUDGES’ TRAINING COURSE:** Before the start of the competition an F3C judges’ training course was presented by the chairman of the F3C Subcommittee. More than 20 prospective judges from nine countries participated. Good feedback was received from the attendees. Apparently some information in the sporting code was misinterpreted due to language translation and other aspects. Such a course is very important to standardize the interpretation of the sporting code.

**MODEL PROCESSING:** Competitor registration and model processing took place in the Marco Polo hotel on Sunday 25. May. Each model was checked for FAI sticker, proper markings and compliance with F3C rules. Each transmitter was checked for frequency with a handheld scanner. Six competitors registered transmitters on the 2.4 GHz spread spectrum ISM band.

**OPENING CEREMONY:** The opening ceremony took place at 16:30 hours on Sunday in the grand ballroom of the Marco Polo hotel. The flag of each participating nation was carried in by a representative from that country and passed to a military guard while the FAI anthem was played. The competition was officially opened by the President of the FAI Jury. A magnificent banquet followed the opening ceremony.

**FLYING SITE:** The competition took place on the Cebu Aeromodelers Club flying field. The course layout was not east/west. However, the sun was traversing the sky almost directly overhead so the field was usable almost all day. Although the rainy season was not supposed to start until mid June it arrived a little early. The field was not usable until the organizer brought in several truck loads of gravel. Several large tents were erected over this gravel to provide a shield from the hot tropical sun and any potential rain. These tents served as shelter for all of the competitors and their models and the competition officials including the judges. Fortunately the weatherman cooperated and it only rained late in the day and/or at night.

**COMPETITION:** Official practice took place on Monday 26. May. A team manager’s meeting was conducted that evening. A “Schedule A” calibrating flight for the judges was flown prior to the first preliminary round on Tuesday. The first preliminary round started at 08:00 and ended at 12:00 noon. The second round was flown between the hours 13:00 and 16:00 hours. The third and fourth preliminary rounds were flown on Wednesday with the same time schedule.

Thursday 29. May was a free day. Since this event marked the first time manoeuvre schedule "C" was used for the final rounds, the organizer decided to make the free day a controlled practice round for schedule "C" to ensure safety in the final rounds.

Two "Schedule C" calibration flights were flown for the judges before the first fly-off round on Friday 30. May. The first and second fly-off rounds were flown in the morning and afternoon on Friday. The third and final fly-off round was flown on Saturday morning. One hour after the final round the heavens opened with a mini monsoon. We were extremely lucky. There were no delays due to weather or other circumstances.

**AWARD CEREMONY AND BANQUET:** The official award ceremony took place at the Marco Polo hotel at 17:30 hours on Saturday 31. May. The FAI certificates were presented to the winners by the President of the FAI Jury. Unfortunately, the CIAM medals were not available to be presented to the winners. The closing banquet followed at 19:00 hours on the veranda of the Marco Polo hotel. The FAI Judges and Jury members received souvenirs from the competition organizer.

**COMMENTS:** The timely information flow for this competition was good. The web site was up in advance of the event and was constantly updated. The F3C judges' course was well received and should be repeated whenever a championship takes place in a new part of the world in order to increase our judges' pool. The flying site was less than ideal due to its orientation. The CIAM medals were not ordered to arrive in time for the event and could thus not be presented during the award ceremony. A very big disappointment to all. The flight times for schedule "C" were measured and approximately half the flights exceeded the original 10 minute limit. The F3C Subcommittee decision to increase the limit to 11 minutes was therefore justified. The organizer did an excellent job of providing food, cold drinks & shelter for the competition officials at the flying site.

**SUMMARY:** We thank the members of the "Cebu Aeromodelers Club" and the FAI affiliate 3DASH organization for running the 2nd F3C Asia/Oceanic Continental Championship in a fair and friendly atmosphere. We especially thank the FAI Judges and the entire competition staff for making this a very successful championship.

The FAI Jury :

Horace Hagen (President)  
Miguel Ramos (Delegate PHI)  
Praphon Techavipark (Delegate THA)