

FAI JURY REPORT ON THE 2011 F2 CONTROL LINE EUROPEAN CHAMPIONSHIPS
For Seniors & Juniors
Czestochowa, Poland, 23rd – 30th July 2011

Contest Information

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

An information board was erected outside the Control tent near to the preparation pens and F2A & F2C circles. Some information was also placed on boards at each circle.

Information was also available at the main administration office located at the top of the sports stadium.

Only one Team Managers' meeting was held on 23rd July.

General

A World Cup in F2A & F2C was held over the two days immediately prior to the Championships.

On arrival for FAI Jury service for the World Cup, I discovered that F2D had been moved from the Czestochowa venue and located at Rudniki Airfield which had been designated the F2D practise site. The organisers explained that four weeks earlier the required work on the F2B circle that had been promised by the local authority was not going to be done. Their decision was to move F2B into the grassed stadium that had been allocated to F2D and to move F2D to Rudniki Airfield approximately 17 kilometres away with a journey time of at least half-an-hour.

For F2B in the stadium, the organisers had laid a splendid special flooring consisting of smooth, interlocked, plastic blocks. Rudniki airfield was large and flat with a good, unobstructed horizon. I explained the problems of locating F2D on a site so far away from the other circles, the FAI Jury and the organisation. Additionally, F2D had more competitors who were competing in other classes than F2B did and that this and the fact that F2D naturally generates most protests, made the relocation impractical. I immediately advised the organisers to swap the F2B & F2D venues. Initially the organisers refused but eventually, after three meetings, it was agreed. Of course there was an immense amount of work in lifting the special F2B flooring and re-assembling it at Rudniki. With the help of the army, this was achieved and worked well. However, it would have been better if the organisers had notified the FAI Jury or CIAM Bureau as soon as they knew that there was a problem with the F2B circles so that expert advice could have been given and a great deal of extra work could have been avoided. The organisers arranged shuttle transport discounted taxi fares for those F2B fliers who were competing in other classes.

Official training was on the Sunday and there were many members of the public on-site but the official training day for F2 is not the best day for spectators. For the rest of the time there were very few public spectators which was a great pity as there was some superb and exciting flying throughout the Championships.

Evening security was provided by army personnel.

There was a contest administration marquee fully equipped with power, printer, tea/coffee making facilities, tables and chairs located between the F2A & F2C circles and near the teams' workshops. As has happened at many previous F2 Championships, the Event Organiser did not have a competent deputy with the authority to deal with questions, queries, etc as they arise and provide solutions while the Event Director was working in other areas and, thus, not available. Again, this year, the Event Director was over-loaded with work.

The competitors' workshops were covered, open-fronted with power and allocated one to each team.

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An excellent FAI Jury room was made available in the main stadium commentary box but it was not practical to use it as it was too far away from the rest of the proceedings and it was, of course, at the top of the stadium up a huge number of steep steps.

It has to be mentioned that the Czestochowa site had an especially good toilet and shower block that was maintained in a first-class condition throughout the whole of the Championships and was a credit to the organisers.

The Czestochowa flying site is a very good venue for an F2 Championships but efforts have to be made for future Championships to ensure that all four of the Championship classes can be held on the same site.

Accommodation & Food

Accommodation was in a number of hotels in Czestochowa with camping at the flying site. The FAI Jury accommodation and food was good. There was a mix-up over the departure date for at least one team at the Hotel Ibis but this was eventually resolved.

It was a pity that there had been no mention in the information bulletins of the on-site café which may have made a difference to those who ordered the official meals. The official lunches were very good; the evening meal less so.

Weather

In general it was much colder and wetter than is usual in Poland at that time of the year. The last day was sunny and hot as was the departure day.

F2A & F2C were occasionally delayed because of the heavy rain that makes the flying surface slippery and, therefore, dangerous but this did not cause any overall delay to the Championships. For F2 Championships it is essential to have enough slack in the scheduling, or a reserve day, in case of rain.

Detailed weather reports were issued reasonably frequently by the organisers.

Opening Ceremony

The heavy rain that had begun before the Official Practise flights continued for the Opening Ceremony which took place in the sports stadium. The Fire Service brass band and local dancers put on a splendid display leading the parade of teams and the band, the dancers, the competitors & supporters all stood bravely and stoically through the speeches (in Polish/English with translation). They all got very, very wet.

The officials had seating and there were a number of umbrellas to help keep them dry. At the beginning of her short speech to open the Championships, the FAI Jury President asked for, and received, a minute's silence, in deference to the atrocity that had taken place in Norway the previous day.

Entry

There were 177 entries, not counting the dedicated F2D mechanics, from a total of 26 countries (Armenia competed under the FAI flag in F2C & F2D) with 24 juniors from 12 countries. The entry breakdown was:

- F2A - 35 in total: 30 seniors from 13 countries & 5 juniors
- F2B - 53 in total: 47 seniors from 22 countries & 6 juniors
- F2C - 30 in total: 26 seniors from 13 countries & 4 juniors
- F2D - 59 in total: 50 seniors from 20 countries & 9 juniors

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Entry.../cont

All four defending European Champions competed but only the current F2C European Champions, Surugue/Surugue were successful in retaining their title won in 2007 (the 2009 F2C & F2A classes were cancelled by Serbia).

Competition

F2A

On arrival for the World Cup it was discovered that the F2A pylon was not to specification – it was not fully adjustable and so loose in the ground as to be unusable. A temporary repair was made for World Cup and a better repair was made for the Championship. However, this really should not have had to be resolved at such a late date.

One team manager suggested that safety panels (like those in F2C) be erected inside the cage for helpers to go behind rather than having to leave the cage during the flight. (See “Recommendations”.)

It now seems that a marshall or, perhaps, the Contest Director is required to supervise the free training sessions to ensure fair allocation of time in the circle.

The 4th round, which was new for 2011, worked well and was clearly welcomed by the competitors and spectators alike.

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

F2B

F2B was run on the two-circle system and because it was located so far away, the Jury agreed that in these special circumstances protests could be handed in by an Assistant Team Manager or a competitor.

The F2B contest ran well without protest or complaint. Although the surface of circle A was adequate, it was not quite as good as circle B and so all the fly-off flights took place on circle B.

F2C

It is worth commentating that to qualify for this year semi finals, it was necessary to fly under 3 min 12 sec which is remarkably fast. An electronic real time display system supplied by Ukraine meant that competitors and spectators alike were fully informed all though each race and it was also helpful to the Panel of Judges.

The F2C final produced two winners with identical race times and this time was a new world record. This was a unique occurrence. Because there is no rule in the Sporting Code to break a tie it was decided that the only fair and sporting course of action was to award gold medals to both teams and to advise both teams to submit world record claims. The FAI Jury recommended that a tie-break rule be included in the Code and a proposal to the 2012 Plenary is necessary.

It is evident that a scribe, or perhaps a voice recorder, is needed to record the warnings and reasons for disqualifications during a race. Each of the three Judges observes one of the pilots and currently one of them has the task to write down this information and, consequently, misses observing a number of laps of the pilot he is assigned to observe. This means he may miss crucial incidents during a race. The use of a scribe, or at the least a voice recorder, would mean that all three pilots could be observed by the Judges for the whole of the race.

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F2D

A very serious medical emergency delayed F2D by one hour. Mr Stanislav Lewinski, an F2D official, collapsed with a major heart-attack. Mr Roland Surugue and his family, sons Georges and Pascal and wife Jacqueline, responded immediately and their prompt resuscitation and stabilising actions saved Mr Lewinski's life. Mr Lewinski was taken to hospital and spent some days in a medically induced coma to aid recovery. However, thanks to Roland and his family, he survived and was able to attend the final day of the Championship as a guest of the organisers.

Although permitted by the Sporting Code, in the opinion of the F2D Judges, plastic streamers are not as good nor as reliable as forestry tape streamers and the Head Judge, Ingemar Larsson, had advised the organisers to use the latter. However, cost implications meant that they declined and plastic streamers were used in the first round. There were problems with the poor quality string of these streamers. A complaint, signed by 75% of the Team Managers was submitted to the FAI Jury. After negotiation by the FAI Jury President, the organisers agreed to buy the streamers at a reduced price and use them for the rest of the Championship. There were no further problems with the streamers.

Competitor bibs in the usual two colours of red and blue were not available and the "red streamer" competitors had to use the fluorescent yellow "high-visibility" bibs that the organisers wore while the traditional blue bibs for used by the competitors with the black streamers. Streamers made from forestry tape apparently are only available in red or black.

During the Championship, the shut-offs were regularly checked at random by the judges. There were eight fly-aways but only one disqualification for a malfunction of the engine shut-off device. Most fly-away models landed in or close to the flying circle, although one model was caught by the wind and landed some 50 m away in the second circle. This was the first Championship with the new rules regarding the yellow card (warning) system, however the flying was clean and only two yellow cards were issued.

Hard hats must be provided to each Jury member for them to keep for the duration of the championships.

Processing

F2A: No major problems were reported but it appears that processing instructions are necessary. (See "Recommendations".)

F2B: No problems were reported.

F2C: No problems were reported.

F2D: No engraving tool had been provided and so F2D processing was moved closer to the F2C processing to enable sharing of the F2C engraving tool. The gauges used to measure the venturi inlet and exhaust outlet were not made as per the F2D rules.

No models or engines were in contravention of the rules.

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.

Results

F2A – inputted by a clerk from the hard copy sheets from the Head Judge.

F2B – inputted by a clerk from the hard copy judges sheets.

F2C – used the Excel files from the Head Judge's proven computer programme.

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F2D - inputted by a clerk from the hard copy printout from the Head Judge even though he had given in the Excel files from his proven computer programme. It was only when the results were printed for the FAI Jury's signature that it could be seen that they were obviously wrong and that was when we found out that they had been manually inputted instead of using the F2D electronic files. This manual input negated all the considerable daily checking on the F2D results that was carried out by the F2D Panel of Judges and then the FAI Jury. It took so long to correct that the Jury did not leave the flying site until ten minutes before they were due to be collected from the hotel to be taken to the banquet. Clearly this was impossible and consequently there was a long delay to the start of the evening's activities which was not good.

FAI Jury

The FAI Jury comprised Mr Karlis Plocins, Mr Bohumil Votypka CZE, and Mrs Jo Halman GBR (President). A car was provided for the FAI Jury to travel to and from the flying site each day. Pay-as-you-go mobile telephones were provided to the FAI Jury President and one of the other two Jury members and these were invaluable in contacting the Jury who were frequently on different parts of the flying site.

Protests & Complaints

There were 5 protests of which 2 were upheld and 3 were denied. The breakdown of protests by class was: F2A: 1; F2B: 0; F2C: 1; F2D: 3. Additionally there were three written complaints including one from the F2C Panel of Judges specifically regarding the outcome of a protest considered, and adjudicated on, by the FAI Jury. The FAI Jury was able to demonstrate to the Event Director that it had dealt with the protest in question properly and correctly as, indeed, it had with the protests from other nations at the Championships and that this particular protest was handled in the same precise way as the others. The FAI Jury was able to demonstrate to the complete satisfaction of the Event Director that the allegations contained in the complaint were unfounded.

Closing Ceremony

The prize-giving and closing ceremony took place at the banquet, in a huge especially erected marquee, where the President of the Polish Aero Club, Mr Skalik, local dignitaries and the FAI Jury members presented the medals, gifts and trophies.

The gold, silver and bronze medallists additionally received organiser gifts and trophies; the latter used a stylised version of the old FAI logo.

The Jury members each received a splendid illustrated book of the history and architecture of Czestochowa.

The banquet offered a hot & cold buffet had poor layout that meant it was difficult and slow to get adequate food. There was a professional public address system and media presence with a podium and flag-poles for the 1-2-3 medal winners' flags. The speeches given in Polish were translated into English and vice versa.

There are only two European Championship FAI perpetual trophies and both were returned and presented to the F2B and F2D winners. The CIAM Secretary, Massimo Semoli, was one of the F2B judges and he organised the distribution and completion of the appropriate CIAM trophy forms.

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Comments

It was the widespread opinion of the competitors in all four classes that this was an *excellent* Championships with many asking for another F2 Championship to be held in Czestochowa in the near future. Competitors in each of the four classes displayed a high level of performance and exhibited fair and sporting behaviour.

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 the success that they were.

However, the best organisation counts for nothing if there are no competitors and the 2011 competitors must be thanked for their enthusiastic participation, the team managers, families and supporters for the support and encouragement of both the competitors and the Championships.

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

Finally thanks are due to Mr Skalik, Mr Braszczyński, Mr Dominiak and all their staff for the outstanding co-operation, immense hard work and sheer effort that went into these splendid 2011 F2 Championships.

Recommendations

1. Venue: if there are any problems with the venue that will have an impact on the competition, then organisers must inform the Jury President or Bureau as soon as possible so that timely advice may be given.
2. Event Director: The Event Director needs to have a competent deputy to share the workload, answer queries and make decisions.
3. F2A: That processing instructions for the Official Processing day, be formulated by the F2A Working Group of the F2 Subcommittee and made available to the organisers for issue to the Official Processing personnel.
4. F2A: That two or three safety barriers be erected inside the cage for use by the F2A helpers.
5. F2C: That a scribe or voice recorder be used to record the warning and reasons for disqualification.
6. F2C: That a tie-break rule be formulated for the Sporting Code.
7. F2D: That hard hats be provided to each Jury member for the duration of the competition.

Mrs Jo Halman
FAI Jury President
For and on behalf of the FAI Jury
2011 F2 European Championships