

Jury Report from the Free Flight Junior World Championships 2024, Classes F1A,B,P

Location: Prilep, North Macedonia
6 - 10 august 2024

Organizer: NAC of North Macedonia, Aeroclub Philphoenix Prilep

Contest Director: Zdravko Todorski

FAI Jury:

Per Findahl, President
Sotir Lazarkov, Member
Dimko Spirkoski, Member

Opening and closing ceremony:

Opening was held at the fantastic stone stage in the middle of Prilep. All according to the expectations of a very good opening ceremony. Dance display by a dance group and fireworks ended the ceremony. One incident happened during the opening, one Pilot from the team from the USA collapsed. He was very quickly taken care of by ambulance staff, and he was in good shape after a few hours so he could fly the contest the day after.

The closing ceremony and banquet was held at hotel Crystal Palace. All according to the protocol.

Meetings and information:

All Bulletins were sent out in good time with very detailed information.

The timekeeper meeting was attended by approximately half of the timekeepers that worked during the event. As the jury President I could give lots of useful hints during the meeting.

The TM meeting was attended by all competing nations. The lottery for start positions was done with the jury and contest director before the meeting to save some time.

Some topics I raised during the meeting.

Special permission for support during winding for one pilot from Israel

What altimeters teams would use.

Number of people at the start line.

What help adults are allowed to do during this junior event

Tents and parking.

Timekeepers watching the F1B winding.

Model processing:

All went smoothly in the town center according to the program. So me complaints about the stickers could fall off, but in the end we had no issues with this during the event.

Hotel:

The jury was located in hotel Atlas in the city center of Prilep with very easy access to all meetings and a 15 min drive to the field.

F1A day:

The contest started on time at 7:00. All was set up according to the expectations and all ran smoothly all day. Information was delivered via a speaker and also displayed on a board at the organizers tent. At the flyoff the wind increased a little and made the weather a bit difficult.

We needed only one flyoff to finish the contest. We had a few pilots that wanted to challenge the timekeepers, so this work took some time to finish, but before we left the field we had results ready.

F1B day:

The contest started also on time at 7:00. All was set up according to the expectations and all ran smoothly all day. Information was delivered via a speaker and also displayed on a board at the organizers tent. The flyoff started after 18:00 and a handful of pilots made the 6 min max. We planned to start the next flyoff at 19:20 but a few min before the start a big storm started so we decided to fly the flyoff next morning at 6:30.

F1P day:

First we started the F1B flyoff at 6:30. Perfect conditions.

The F1P-contest also started on time at 7:00. All was set up according to the expectations and all ran smoothly all day. Information was delivered via a speaker and also displayed on a board at the organizers tent. No flyoff was needed to finish the contest.

Model checking:

This was done very smoothly and more than 20 % of the models were finally checked. One F1B model from Romania was under weight and he was disqualified.

Time keeping:

The timekeepers were given much credit from all competitors during the day. We had only one issue that I will describe later in this paper.

Weather:

During all contest days we had very good weather, low winds and good visibility. The challenge for the teams was the high temperatures up to 36 deg.

The Field:

It's a big grass field with some hills on one side and a small village on the other side. The flight area was cut, one small remark could be that this cut area was a bit too small which made especially the F1A day crowded at the starting area. This could be improved for future championships.

Protests and complaints:

We had one complaint after the F1A day regarding the reading of an altimeter. We had discussions with the team from Germany regarding this complaint, but we could not come to an agreement, so it led to a formal protest that the jury handled. A formal answer to the protest was displayed on the information board. The jury didn't accept the protest. In the protest form the protest was made by both the team from Germany and from Czech republic, But in the end only Germany paid the 50 Euro fee, so we handled the protest as if it was only from Germany.

Another incident occurred after the final F1B flyoff. The timekeepers for one of the french pilots mixed the models in the air and did not have the correct time for the model. We in the jury asked kindly to provide us with the altimeter data so we could get a fair result. It's not mandatory for the pilot to give us the altimeter, but we were very clear it was a mistake in the timekeeping, so we needed the data to get a fair result. The French team still refused to give us the data that we needed. So the jury pushed now with the Sportsmanship part in the rules,

and in the end we got the data we needed to set up the correct scores. We also checked the altimeter data for the Israeli pilot that was first in the end.

All this trouble we had shows clearly that we MUST change the rules. It MUST be mandatory for lets say the top 5 pilots in a Cat 1 event to provide altimeter data after the flyoff. We hope that the F1 S/C will work on this so we can have it implemented for next year's contests.

Conclusion:

We had some very good contest days and quite a lot of positive feedback both to the Contest director and to the Jury, so we feel that the week was very successful.

Per Findahl, President of the jury

Sotir Lazarkov, Member

Dimko Spirkoski, Member