
JURY REPORT
2009 EUROPEAN CHAMPIONSHIP FOR CONTROL LINE, FAI CLASS F2B and F2D ONLY
BELGRADE, SERBIA, 26th July – 2nd August. 2009

Overview

The 2009 European FAI F2B and F2D Control Line Championship was organised by the Aero Club "Aerolux" Belgrade on behalf of Aeronautical Union of Serbia. The organisers limited the Championship to only the F2B and F2D classes since financial problems at the Ministry of Sport and City Hall did not allow the completion of the flying site with the three additional hard circles for the F2A and F2C classes including a practice circle for F2C which diminished the Championship.

The Championship was conducted on the premises of Sporting airport "Lisicij Jarak" in Belgrade. The weather conditions were good, with very high temperatures, for all days of the event with the exception of the last day when a remarkable wind affected the pilot performances of the 3rd F2B fly-off flight.

Entry

The final total entry was 97 competitors from 25 countries. The junior entry was 15 from 8 countries. The respective numbers in the 2 categories were the followings:

F2B – 49 total, 41 seniors from 17 countries and 8 juniors from 7 countries

F2D – 48 total, 41 seniors from 15 countries plus 1 nation under the FAI flag (Armenia) and 7 juniors from 7 countries.

Pre-contest information

Three timely bulletins were issued by the organisers to European NACs and officials, covering all aspects of the competition, lodging, travelling, costs, procedures, etc. This was supported by a website.

Lodging and meals

Competitors, supporters, helpers, and officials were accommodated in two hotels within a short driving distance from the competition site and in a camping area on side of the competition site. The hotels varied in quality from excellent to quite good and the camping area was good. Breakfast was taken at the hotels. Unless official meals had been booked for competitors, the lunch was on site with poor selection of food (only barbecued food) that was the same for all days of the event. The competitors' official hot lunches were delivered at varying times each day and this made it difficult for the competitors to eat them while they were fresh. Evening meals were taken at the various hotels.

Competition site and practice facilities

Sufficient practice sites were made available on side of the competition site to contestants before the Championship, and the competition site had been available for some days prior to the championship. A World Cup F2B and F2D contest was held immediately prior to the Championship and many competitors of the Championship participated.

The site of the Sporting airport "Lisicij Jarak" was excellent for the competition, with a hard circle for the F2B category and soft grass circles for F2B (2nd circle) and F2D. The hard flying circle was properly levelled at the centre for the fly-off flights. 45 degrees and level flight markers had been placed and adjusted around the two F2B circles. The flying areas for both F2B and F2D were properly marked and controlled. Right numbers of tents and facilities were available for the competitors' preparation activity and for the organisation. Unfortunately a plague of mosquitoes arrived with dusk each evening and was particularly unpleasant.

The transport was efficiently assured by a mini van always available to transport the Judges, the FAI Jury and some competitors/helpers that had no other means of transport.

Access to the competition site was easy but no advertising signs were placed for attracting spectators.

Aircraft processing and official practice

Model aircraft processing took place on Tuesday 28th of July. The F2B processing had to be controlled since the weight of the models was not properly recorded on the model documents and stickers.

The F2D processing was done without any problem although measuring instruments, to the standard specified in the Sporting Code, were not supplied.

All the competitors had the opportunity for official practise.

Organisation and execution

The competition was conducted by the Contest Director and by the General Manager who worked very well but they were clearly overloaded.

This aspect together with the financial problems, the reduced number of participation and the lack of F2A and F2C impacted on the competition.

The F2B scoring software used was developed for World Championships with a higher number of competitors and caused some troubles (automatic draw and automatic ranking list) for using it for the European Championship. Appropriate actions were undertaken and the problem was promptly solved. The scores were available shortly after the completion of flights.

The organization team made strong efforts and attention to the competition and the volunteers were well prepared, of sufficient number and reacted promptly to the suggestions and observations of the FAI jury.

After a few initial delays, regular refreshments were available for the two F2B circle judge panels (3 members each), the F2D judges and the FAI jury members.

The competition was conducted smoothly, without any particular delay. It was not necessary to use the spare day for completion of official flying.

To be noted was the availability of WI-FI internet connection, free of charge, at the competitor site.

Communication

Organisation information, results and scores were displayed on the main bulletin board in front of the main hangar of the competition site. General notices, start lists, etc were available at the hotel receptions. One Team Managers meeting was held after the opening ceremony with the organisers, the judges and the FAI jury. Concern was raised at the many sharp spinners installed on many F2B models. A discussion about the interpretation of the F2B spinner shape rules (ABR section 4 B.18.3 and B.18.4 b)) was held and on the following morning a check of the spinner shape was made available.

The officials were in regular contact with each other.

Conduct of judges and jury

Six protests were lodged, all in F2D. One was upheld, three denied and two not accepted as they did not conform to the time schedule for submission of protests.

The FAI Jury members were in constant touch with the contest officials and there were no infringements of the Sporting Code.

It was pointed out that the scoring during the qualifying flights of one F2B judge panel was higher than the other panel. A dedicated meeting between the F2B judges was called before the fly-off flights. The aim was to highlight the problem and establish a common understanding in preparation of the fly-off flights.

The F2D judges showed their professionalism and experience. In fact the F2D contest was conducted by them smoothly, with fair play matches and their efficiency was helpful to the FAI Jury in considering the protests.

The new shut-off systems, required by the new Sporting Code rule, did not create problems during the normal flights of the competitors. For the single fly-away that occurred, it worked properly.

However, the shut-offs were not checked by the officials as per the Sporting Code and it is emphasised that this must be undertaken at future Championships.

Opening and closing ceremonies, medal presentations, functions, closing banquet

The opening ceremony was not at the level required for a Championship. It was held at the flying site in front of the hangar, with a short display of traditional dancing performed by local young people, with only one authority present (the Belgrade council member for the sport). There was no facility for the national teams to parade in contrast to the 2007 F2 European Championship which was excellent and held in the historic centre of Belgrade.

The FAI flag and the flags of competing nations were displayed prominently for the duration of the event.

During the spare day, a tour of Belgrade and a visit to an airspace museum has been organised in real time only for the Judges and FAI jury.

A simple on-field closing ceremony took place on Sunday 2nd August, with the presentation of trophies and championship medals.

The banquet, as for the 2007 F2 European Championship, was excellent and held in the warm atmosphere of the Serbian NAC Aeroclub restaurant.

Conclusion

The 2009 F2 European Championship, despite the sadness of not having the full F2 competitors family, was completed successfully. The F2B & F2D competitors appreciated it and were able to demonstrate their capabilities.

The organisers, staff and officials worked properly without big concerns.

Highlights: excellent competitor site for F2B & F2D, excellent banquet and goodwill of organisation to accept help and direction from the FAI Jury members

Lowlights: Poor opening ceremony, high cost of the banquet, poor selection and quality of lunch food and, of course, the lack of F2A & F2D classes.

FAI Jury, comprising:

Massimo SEMOLI, Italy (jury president)

Mrs Jo Halman, United Kingdom

Srdjan Pelagic, Serbia

11 October 2009