

EUROPEAN CHAMPIONSHIPS FOR FREE FLIGHT F1A F1B F1C - JURY REPORT

FAI Jury

Ian Kaynes GBR President
Wilhelm Kamp AUT
Cenny Breeman BEL

The original nomination for third member was Mario Rocca (ITA) but health problems prevented him attending and the first approved reserve member, Cenny Breeman, took his place at a few days notice.

Dates

August 4 to 12, 2012

Location

Capannori, Italy

Information

3 information bulletins were produced and information was given on a web site established for the championships.

Participation

29 nations participated in the Championships. The numbers in each class were:

F1A 26 teams and the defending champion, a total of 77 competitors.

F1B 28 teams and the 2009 Junior European champion (over age to defend that title), a total of 77 competitors. The 2010 defending champion participated as a member of his national team.

F1C 19 teams and the defending champion, a total of 45 competitors.

Accommodation

Most participants were accommodated in two hotels a short distance from the flying field. These provided accommodation and food of a good quality. On the main flying days good lunches were available on the flying field. A café was also established, selling snacks and drinks.

Flying site

The main flying area was very much smaller than usually expected for a championships. However, this was largely alleviated by setting the schedule to take advantage of the calmest part of the day. The surface was short grass and the area was surrounded by a number of ditches, some dry and some containing water, and bridges or boats had been set up to help retrievers cross these. There were some cases of cycles or quad bikes having accidents on the ditches or smaller ridges, but resulted in no significant injuries.

Weather

For several days before and for most of the Championships the weather was consistently calm until midday with a significant wind developing during the afternoon and continuing until night. The flying schedule had flying start at 7.00 each day. On the regular competition days flying continued until 14.00 by which time there was usually some wind for the last round. On the flyoff days there were good conditions with negligible lift at 7.00. The only exception was that there was there was a more wind for the later F1C rounds. At times the launch line was not perpendicular to this wind, but it was decided not to move the line in case the delay resulted in higher winds for the later rounds.

Competition

The organisation of the competition was very efficient. The starting line was established near the middle of the field. It was not moved during the competition but a different orientation was prepared for the F1C day when the wind was expected to be different.

Automated round time announcements were used with speakers positioned so that they could be heard clearly. The round time was indicated with a very bright large digital clock which could be seen from a long distance.

The flying schedule had the first round commencing at 7.00 and flying continued until round 7 was completed at 14.00. Lunch was taken after that and flying was concluded for the day because of the strong winds in the afternoon. As planned all flyoffs were made at 7.00 on the following day. This worked well and a clear winner was established. The standard morning maximum of 10 minutes was used for F1A and F1B. A longer maximum of 12 minutes for F1C because there was a risk that models might fly for more than 10 minutes in the morning air, which would require a second flyoff when lift might be present and make it hard to reach a conclusion. In the event only the winning model flew for longer than 10 minutes.

One competitor was disqualified in F1B when the random checks during the competition found his model to be underweight.

Timekeeping

The organisers arranged for local young people to act as timekeepers. They did not have experience of timekeeping but had been well trained with practice and briefings before the Championships and had the benefit of very good eyesight. During the Championships there were hardly any timekeeping problems. There was one complaint about F1C motor run timing while other motors were running; the Jury resolved to give benefit of doubt to the competitor. Foreign teams had entered just 6 timekeepers.

Opening and Closing Ceremony

The opening ceremony was held in the centre of Capannori outside the town hall.

The prize giving, closing ceremony and banquet were held in the grounds of a villa. Good food and drink was served in very pleasant surroundings with the benefit of no music to restrict conversation.

The Penaud Cup for F1B team had not been returned and could not be presented. Arrangements have since been made for it to be transferred to the Finland team at a World Cup event in October.

Protests

None

Observations

The unusual flying timetable established by the organisers with flyoffs only in the morning had perfectly fitted the conditions at the small flying field.

Conclusion

The Jury thank and congratulate the organisers on a very successful European Championships.