

Jury Report

**2012 FAI Asian Oceanic Championship for Aerobatic Model Aircraft, Class F3A
SEPTEMBER 09-15, 2012
BACOLOD CITY, PHILIPPINES**

I. INTRODUCTION

The 2012 FAI Asian Oceanic Championship for Aerobatic Model Aircraft, Class F3A, was executed in Bacolod City, Philippines last September 9 to 15, 2012. The event was hosted and organized by the local club, the Negros Aeromodellers Club. It was participated by 24 pilots from 7 Asian nations plus 6 individual pilots.

II. INFORMATION DISSEMINATION

Pre-event information was published via the championship's website, www.aoc2012.com. Some problems were experienced with the web site due to cyber vandalism. The organizers were quick to rectify the problem and made an alternative information distribution via direct email to country's representatives involved.

During the competition, all information was communicated through several bulletins. Other urgent notice such as changes in schedule due to unpredictable weather were hand delivered to team managers allowing them sufficient time to prepare.

III. ACCOMMODATION AND TRANSPORTATION

Teams were accommodated in a hotel close to the competition site. Judges, officials and staff were booked in the same hotel of high standard and daily transportation for the officials to and from the competition site was provided by the organizer.

Organizers provided transportation for the Jury and Judges. Transportation for competitors and delegates were arranged by the organizers.

Organizers provided sumptuous meals for Jury and Judges. Competitors and delegates were given an option to purchase meal stubs which all teams took advantage of. This resulted in great camaraderie between participants.

IV. PRACTICE FIELD

Practice fields were provided to the teams throughout the duration of the championship within close driving distance from the hotel.

V. COMPETITION SITE

There were two 2 flight lines, morning and afternoon. Flight lines were well prepared and properly marked. Due to the nature of the terrain and the ocean below the manoeuvring zone, the 150m markers were placed with minimal tolerance in distance. the tolerance in distance and supplementary landmarks to determine the borders of the manoeuvring area were explained thoroughly to the judges and team managers before the beginning of the competition.

Ready box were properly marked. Pilot/helper waiting shed and chairs were available.

Area for sound test are properly marked. Sound test equipment were examined by the Jury prior to the competition confirmed to be sufficient for measuring.

Voltage meters was present at the competition site which equipment were examined by the Jury prior to the competition confirmed to be sufficient for measuring.

Tents, tables and chairs for competitors and judges were properly identified.

Timer visible to public was available and properly placed.

VI. EXECUTION OF COMPETITION

A. Sporting License

Sporting license of team managers and pilots was inspected and by the organizers.

B. Opening Ceremony

Due to the change of schedule brought about by the unpredictable weather, the official opening ceremony was moved a day earlie than schuduled. The organizers managed to prepare the opening ceremony appropriately despite the short time to prepare and limited space of the venue. All officials and teams were present. Formal banquet for the opening remained as per schedule.

C. Model Aircraft Processing

All equipment, tools and procedures were examined by the Jury prior to model processing and are confirmed to be sufficient for measuring.

Processing and inspection of models was performed efficiently. All models complied with the requirements of the sporting code with minor and deficiencies which were rectified on the spot.

D. Competition Proper

The flight line was organised well and all competitors were called through loud speakers in time to prepare and enter the ready boxes.

In cases of electric powered models, battery voltage are checked before each official flight.

Sound check were performed before each official flights.

There are 2 cases of flight time out due to rain and the the flight line director appropriately signaled the cessation of scoring to judges, nordered the pilot to land and instructed the timekeeper to stop the timer prior to the start of the next manouver. Flights were resumed and scoring and timer continued at the next manouver when flight was ceased.

A complain by a competitor regarding a car alarm which went on during his flight was received and addressed to the Jury. The members of the Jury resolved that the complain was valid and granted the competitor a re-flight at the soonest possible time.

The scores and results were processed by the CIAM-approved GNAMI-Software including the TBL statistical average system.

Unknown manoeuvre schedules was generated using a Sub-committee approved software. The unknown manoevers was generated in the presence of the Jury, Judges and the Finalist and their Team Managers. The shcudule generated was validated to comply with the 8 crieterias indicated in the sporting code and was approved by the members of the Jury.

E. Closing Ceremonies

The closing ceremony was conducted in accordance to FAI's Protocol for Award-Giving and Closing Ceremonies at FAI Championships. It was held at the official hotel's hotel's ballroom . Medals were awared to ndividual, junior and team winners.

VII. PUBLIC RELATION

The championship was well publicized throught the local television. reporters took footage of the activities on site as well as conducting interviews with a number of officials and team members.

VIII. JURY AND JUDGES

All three Jury members were present and available on site throughout the competition.

Extensive judges' briefing and theoretical training was performed in a prepared conference room, and practically with several flights of non-competing pilots on the flight line prior to the preliminary rounds and semifinal rounds. Warm-up

flights for judges were made by non-competing pilots at the judge panel's start of duty.

A jury meeting was conducted together with the organizaers to review the execution of the championship to further improved their capacity to host future championships.

IX. CONCLUSION

The championship was conducted in accordance with the FAI Sporting code with minor diviations as follows:

. FAI Sporting Code states that a K-Factor summary of 74 for the unknown schedules was discovered to be an error, this is may not be achieved by the selection of unknown manoeuvres' K-Factors. The panel of Jury unanimously approved to limit limit the K-Factor summary to 70 on the basis stated above and the precedence in the decision made in the 2012 European Championship.

There was sufficient time to accommodate 15 pilots for the semi final rounds and team managers were agreeable with the cut off. The Jury approved that 15 pilots advance to the semi-finals on the basis of precedence in the decision made in the 2011 world championship.

There were no protest received. but minor complaints was adressed to the Jury, which were resolved, explained and settled on the spot.

The FAI Jury confirms that the results of the 2012 FAI Asian Oceanic Championship for Aerobatic Model Aircraft, Class F3A has been validated and are valid.

Jury Members

Miguel Ramos
Philippines

Richard Cheong
Singapore

Chairat Charoensri
Thailand