

Jury Report on the 2008 World Championship For F4B and F4C Scale Models Held in Wloclawek, Poland 11-20 July.

General

The twentieth World Championship for F4B C/L Scale and F4C R/C Scale was organised by the Polish Aero Club at the field of the local Aero Club in Wloclawek, we had 12 competitors in F4B from 5 nations and, but only 3 full teams, in addition we had for the first time 5 juniors in F4B unfortunately only representing only three nations. On request from the USA, who wanted to send a junior team, the Chairman asked all member NACs about the possibility to send a junior team. But only two NAC answered, USA and Poland, the USA then decided to withdraw as this would not be a World Championship for juniors with only two nations present. Though at the championship two more nations showed up with juniors to make it three nations present, if we had had a positive answer from these and the USA team been present, we would have had a World Scale Championship for juniors.

In the RC class F4C; we had 50 competitors a rather nice number. But as a World Championship the attendance from outside of Europe was disappointing, the USA had a team of two only and the only other nation to be present was South Africa with one competitor only. This was most probably due to the increased cost of carrying models around the world. The cost of carrying the model box from South Africa was higher than the airline ticket for the modeller.

The contest was blessed with variable weather, a little bit of rain and the wind was variable through the week. Even with the variations in the weather, most competitors had fairly equal weather during each round; as usual some competitors in the morning and late afternoon got lucky and had rather calm conditions. This difference however did not influence the final results.

Pre-Contest Information

This Bulletin #1 was sent out in good time and contained all relevant information and offers on help with local transportation of flight boxes to and from Warsaw. In addition the organisers were also able to supply all necessary model fuel. All this information was also available on the internet and regularly updated. Due to the recent restrictions on flights and altogether more restrictive airlines, people from overseas had a hard time getting cheap tickets and transport of model boxes for a reasonable price. So far we have been able to get transportation without to many problems, but with increased costs. Competitors from one of the overseas countries had to pay more for the freight of each model box than the price of the airline ticket for himself. We really do hope that we soon will be able to get a general agreement through the FAI/CIAM with the airlines to carry our model boxes for a reasonable price; otherwise this might kill the international competitions due to costs.

The competitors from the USA was lucky this time, as the President of the Modelling Organisation in Poland is a senior captain in the national airline LOT, he had arranged free transportation of the model boxes.

Accommodation and catering

Accommodation was in hotels in the City of Wloclawek and transportation of Judges and Jury was by means of chauffeur driven cars, so the transportation of officials worked very well. The distance from the hotels to the Airfield was approx 20 minutes by car. The competitors supplied their own transportation either by driving their own car to Poland or by using a rental car. The Camping alternative was on the Airfield and even not being a normal camping site, it had all the necessary showers and toilet facilities.

Concerning the meals, breakfast and dinner was served at the hotels and lunch was served at the field restaurant for both officials and competitors who chose to use this alternative. For those that preferred other alternatives there were plenty of restaurants in the city to choose from.

Judges and Jury

We had a couple of the Judges who had to cancel their appointment well before the contest, and the organisers called in from the reserves without any problems. As only one reserve then would be available at the competition in Wloclawek, we had to hope for no more cancellations. Unfortunately this would turn out not to be the case, on short notice several judges reported that they was unable to attend, and one judge had an accident that hospitalised him after arriving in Warsaw. The Organisers worked together with the Scale Chairman to be able to

get full sets of qualified judges and to replace the last drop outs and as a last resort, just before the Championship, we had to ask a French judge if he could step in on a short notice (less than a week) and whose son was a competitor, this just to get a full set of judges in F4C flying. Due to a slight misunderstanding, the problem with the father – son relation was lost in the exchange between the Scale Chairman, the Organisers and the judge. This was sorted out at the Championship as the Jury informed the judge that he could not score his son's flight to avoid any possibilities of conflict of interest being claimed. To make up the fifth judge the Jury decided to use the average of the other four judges and this was shown on computer to be as correct as possible under the circumstances and the Scale Subcommittee wants to have this solution as a backup in the rules if a similar situation should arise again at a World Championship. Even with two reserves scheduled for the F4C class and one in F4B we ran short of judges and the organisers had a hard time getting judges that was qualified and willing to attend. This looks like we will need to have one reserve for each class of both F4B&C present even at a Continental Championship. In addition we also need one or two more "home reserve Judges", these latter are to be released from their standby duty no later than 3 weeks before the contest if there has been no cancellations at that time.

Flying Site

The flying site for the F4B class was at a specially made circle just in front of the clubhouse a really excellent F4B flying site. The F4C class used a purpose made RC runway made at the far end of the airfield, the hard surface area was on the short side, but as the surrounding ground was very flat and level and covered with good grass, any overrun on landing had no problems going into the grass.

Opening Ceremony

This was held at the F4B circle in front of the clubhouse with quite a lot of spectators around. The ceremony was held in the Olympic style with all nations marching in with their national name carried by the team manager and to conclude the ceremony, the National anthem of Poland and the FAI hymn was played. The dignitaries and the jury chairman made their speeches and the Championship was declared for opened. Present were the representatives of the Polish government, the town of Wloclawek, the county, the Polish Aero Club and the local Aero Club.

Model Processing

Registration and checking of models and certificates took place on Thursday, Friday and Saturday and all models were checked on the model specification and Sporting Licence. Scales and noise-checking sonometers were available for use by anyone who wanted to check his model's weight or noise level. (The official check on noise is made just on models that sound noisy in the air). All the models were checked after the first round, and no check turned out any model being over the weight limit. Further checks were only to be made on all models weighting more than 14 Kg at registration.

Competition

The competition started on Sunday with static judging in F4B and F4C and the organisation went along very smooth all week. The F4B&C static judging took place in one of the hangars to make the handling of the models as easy as possible. In F4C static the judges, for the second time, made notes about what faults they found as a reason to reduce the scores, these notes was given to the team managers when the static judging was complete and the results official. This was as stated a second time, and very much appreciated by the competitors. The making of notes does slow down the static a bit, but all agreed this is the path to go for the future. Unfortunately due to some lack of communication in the organising organisation the distribution of the static score sheets was forgotten

All static and flying sites were manned with very capable personnel; all knew their job very good and knew the rules well.

At the F4B, the flying site was very good laid out with safety fences all around, and offered a very good and safe view to anybody coming up to watch. The F4C site was as mentioned earlier on the far end of the airfield, but well within walking distance and offering good flying conditions, even if the prepared surface was on the short side. The static judgement took place in one of the hangars and had good white background; plenty of space around and the additional lighting were used at all times to keep the same colour light condition.

Simultaneous with the World Championship we had two international contests, one for juniors in F4B (5 from 3 nations) and one in the new/returned class of Large Scale the F4G class.

Protests

There were three protests during the Championship, two from the GBR and one from RUS all regarding F4C. The protests were regarding scoring flight in F4C, the organisers handling of transmitters and noise regulations. The jury examined all the evidence in each case and regarding the scoring in flight, the jury cannot overturn a judges' scoring, but the judges on questioning decided they had been too hard in this case and changed their score slightly, so this protest was considered upheld.

Regarding the protest on the handling of transmitters, this was found to be within the letter of the rules, but the rules in the ABR are written and can be interpreted as if there is only one frequency available and not a multiple of frequencies. The protest showed a miss in the rules and as such the jury decided to return the protest fee. The protest regarding the noise problem at the end of the contest was rejected as the whole incident was based on a misunderstanding of the rules by the organisers and the required tests were not completed.

Closing ceremony

This took place on the F4B circle in front of the clubhouse and all the winners were awarded their FAI medals and official FAI Trophies together with some beautiful trophies from the organisers. The FAI anthem was played, and the Competition declared closed. The banquet was held at the official hotel in town and all had a good time. This ended a very good Contest and the Polish Aero Club should be proud of their organisation and performance.

Summary

This was in the opinion of the Jury, a good World Scale Championship. The organisers were friendly and very efficient and worked by the Sporting Code all the time, as a matter of fact; sometimes too close to the letter of the Sporting Code and not the intent of it, this caused some misunderstanding in the working of the rules. But this was quickly corrected and happened because the organisers wanted to be sure of not doing anything wrong in relation to the rules, as stated the problems was sorted out on the spot. We the FAI/CIAM owe the Polish Aero Club and its helpers a big thank you for a good Championship.

The FAI Jury

Peter Källoff
(sign)

Marek Szufa
(sign)

Narve L. Jensen
(sign)