

Jury Report by the FAI Jury of the

2018 FAI World Championships for Scale Model Aircraft F4C/H

Meiringen, Switzerland, July 7 to 14, 2018

Organisers: The Organising NAC of the event was the Aero-Club of Switzerland and the Executive Organiser was the Swiss Aeromodelling Federation.

Contest Director: Adrian Eggenberger (SUI)

Flight Line Director: Reto Senn (SUI)

FAI Jury: Johan Ehlers (RSA) Jury President, Antonis Papadopoulos (GRE) and Narve Jensen (NOR)

Pre-contest Information: Three comprehensive bulletins containing all necessary information regarding the event were published well before the required deadlines. The first was e-mailed to all CIAM Delegates by the CIAM Secretary as well as published on the Championships Website. The second and third Bulletins were e-mailed to all preliminary entered countries' Team Managers as well as published on the Championships Website. The local rules that were sanctioned by the 2018 CIAM Plenary Meeting were clearly noted with a download link in Bulletin 3. A Judges and Jury Briefing as well as the First Team Managers Meeting were held on the 6th of July where all aspects of the event were discussed and explained. The electronic on line scoring system was explained to the judges and the team managers at these meetings and the judges also attended a familiarisation and training session which was presented by the on-site Scoring Officer.

During Contest Information: The organisers had created a dedicated Whatsapp group to disseminate information to the team managers, as well as a write-on notice board in the model aircraft hangar and the facility to post urgent messages on the scoring monitors. Due to this efficient system only two Team Managers Meetings were required. The First TM Meeting was held the day before the Opening Ceremony where the programme for the Opening Ceremony and the field layout was discussed. The static and flight order draw was also done. The championships were running so smoothly that no further meetings were necessary until The Second TM Meeting which was held before the final day to confirm the Closing Ceremony and Closing Banquet details.

Large monitors were installed in the model hangar and at the flight line where contestants and spectators could see the scores for each flight manoeuvre as they were scored by the flight judges in real time as well as the individual ranking of the contestants during the flight sessions. The same information was also available on the championships website.

Participation: The final entry for F4C consisted of 31 pilots from 12 countries and for F4H, 34 pilots from 12 countries. There was one no-show in F4C due to the model crashing during practice at home just before travelling to the event and one in F4H due to a vehicle accident while travelling to the event. Once again only two teams from outside Europe, Australia and Japan, were able to send teams to participate and make it a "proper" World Championships.

Practice Flights: The contest site was available from the 4th up to and including the 6th of July for practice flights and getting acquainted with the mountain backdrop for flying. There was some inclement weather now and then but all participants got sufficient time to sort their aircraft out.

Judges and Jury: The organisers opted to use five flight judges for each class, two panels of two for F4C Static Judging and one panel of three for F4H Static Judging resulting in seventeen judges attending to the judging for the two classes. The CIAM Bureau was well represented in the Jury with the CIAM President, the CIAM 2nd Vice President and the previous F4 Scale Subcommittee Chairman being present.

Accommodation: Campsites were available fairly close to the airfield and the town of Meiringen provided a wide choice of hotels for participants. The Judges and Jury were housed in a four star hotel in the town. Bus transport to and from the contest site was available for any officials that required transport. Every effort was made to ensure that different timing requirements of the different judging panels and jury members were met upon request.

Competition Site: The championships were held at the Air Force Base Meiringen which is situated in a picturesque valley in the Haslital region, 6 km from the town of Meiringen which is about 135 km south of Zurich. The 30m wide tarred taxiway was used as the runway for the model flight line. A number of team managers voiced their concern about the marginal cross wind capability of the proposed layout of the flight line during the first Team Managers Meeting. After discussion, the Contest Management, with the co-operation of the base commander and the local farmer produced a fully acceptable and useable solution for take-offs and landings for aircraft with marginal cross wind ground handling. The permanent infrastructure of the base which was made available to the Contest Management included a well-lit and secure 'model hangar' where the contestants could assemble and work on their models and also display them for the public; a canteen/restaurant where contestants, officials and the public could have lunch and refreshments; an Administrative Office which was well staffed for any type of enquiry; a secluded jury room; a roomy and well lit hangar where static judging for both classes as well without the three panels of judges encroaching on one another's area and a well-appointed Meeting Room where the Team Managers Meetings and Judges Briefings were held. A central multi station portable toilet facility, which was maintained at a very high level, was a much appreciated facility. A porta-toilet catered for the needs of the officials and judges at the flight line. A large framed tent at the flight line housed the flight line and scoring officials and also provided some shade and shelter for the judges. A second tent served as ready box area and provided shade and shelter for the aircraft next in line to fly.

Competitor and Model Processing: The organisers ensured that all competitors and team managers were holders of valid FAI Sporting Licences well before the event. All Model Specification Certificates, Competitors Declaration Forms and Anti- Doping Declarations were collected during the registration of teams. Copies of the declaration forms were made available to the static and flying judges. They were also available online in the model hangar for inspection by contestants and team managers. Model weights could be checked on the official scales before official weight processing. The accuracy of the official scale was checked against a standardised 15kg check weight and found to be 100% accurate in the presence of the Jury President. All aircraft weighing more than 14,5kg were weight checked after each flight.

Scoring System: The system was based on the one that was used at the 2015 F3A Aerobatic World Championship which was held at Dübendorf in Switzerland. The F4 Scale version was tried and tested at the Swiss National Scale Championships. It was a paper-less system where the judges typed their scores directly into an 'e-scribe'. The scores were then directly communicated to the scoring

computer and displayed in real time on the previously mentioned monitors. This system eliminated paper score sheets, score sheet runners and the possibility of legibility issues and input errors during the transfer of scores into the scoring computer. A systems expert each was permanently stationed at both the static judging area and the flight line to immediately attend to any hardware or other problem. After a training session in the handling of the e-tablets for the judges, the system worked very well and was much appreciated by the contestants, spectators and the judges.

Weather Conditions: The weather varied from cool and overcast with some brief showers before the start of the event to sunny and warm during the contest flying with some early morning rain on the last day. Only one flight was interrupted by a sudden downpour and the pilot was afforded a re-flight. The wind varied from straight down the runway to varying degrees of crosswind. The contestants generally coped very well with the conditions, thanks to the work that went into the improvement of the crosswind runway and approach. The wind speed never got close to the limit specified in the rules. Sensible and sympathetic flight line direction ensured no problems on the flight line.

F4 Subcommittee Meeting: Since twelve of the thirteen S/C members were present at the championships, the S/C Chairman arranged a meeting at the officials' hotel. The meeting was also attended by the CIAM President and observers from New Zealand, Japan and Great Britain. Items in the rules which need urgent attention were identified and an action plan was agreed on.

Protests: No protests were lodged during the event and all minor queries were easily resolved.

Social Events: Over and above the Closing Banquet, the Organisers laid on a Welcoming Party for the early evening of Saturday the 7th where new acquaintances could be made and old acquaintances be renewed over some snacks and a drink at no cost to the attendees. A "Nations Night" with food and drink was organised for the evening of Monday the 9th. Both these events were held at the flying field restaurant. A "Swiss Night" was arranged for the evening of the 11th. An enjoyable cable car ride to the Mägisalp Swiss Chalet which is 1100m higher up into the mountains, typical Swiss food and folklore, good company in a cosy atmosphere and a fantastic view of the valley and mountains made this an unforgettable experience.

Ceremonies and Banquet: The Opening Ceremony was held at the flying field. FAI Management, with FAI President Mr Frits Brink, FAI Secretary General Ms Susanne Schödel, FAI Sports and Events Director Markus Haggenev and CIAM Secretary Massimo Semoli, was well represented at the Opening Ceremony. The teams and their supporters marched to the sound of their country anthems to line up in front of their national flags. After brief welcoming speeches by Yves Burkhardt, President of the Organising Committee for the event, Major General Bernhard Müller, Commander of the Swiss Air Force, Pål Anthonissen F4 Scale S/C Chairman and Antonis Papadopoulos CIAM President, the championships were declared open by the FAI President, Frits Brink. The FAI flag was then raised during the playing of the FAI Anthem. The Musikgesellschaft Meiringen then played the Swiss Anthem after which the assembly dispersed. The opening ceremony was preceded and followed by a model aircraft air show by excellent pilots. The PC-7 Aerobatic Team of the Swiss Air Force presented an enthralling display of formation- and solo aerobatics which was greatly appreciated by all present.

The Closing Ceremony was held on Saturday the 14th of July after the final F4C flight and the verification of the results by the Contest Director and Jury Members. After publication of the results and the prescribed time for lodging any protests had expired, the organisers, competitors and supporters, officials and spectators assembled in front of the podium where the Contest Director welcomed everybody. The Jury President then announced that since the jury was satisfied that the event had been run according to all the applicable FAI rules, the results had been verified and no protests had been received, the prize giving may proceed. FAI medals and diplomas were then handed out to the top three individual contestants and teams for both classes by the various officials assisted by a lady and two youngsters in traditional costumes of the region. The first placed individuals and teams also received their respective FAI floating trophies. The flags were raised and the national anthems of the winners were played and time for photographs was allowed after each presentation. The last presentation was that of the FAI junior medals to the three junior participants. The FAI flag was then lowered during the playing of the FAI anthem. The championships were declared closed by the CIAM President after he had received the FAI flag from the Contest Director.

The Closing Banquet was held that evening at the Meiringen-Hasliberg Conference Centre. The organisers had arranged bus transport for all to and from the banquet, much to their relief after seeing the narrow winding road to be travelled back to their hotels and camping grounds. It was a relaxed evening with good food, drink, a few speeches of thanks, distribution of Certificates of Participation to each team, the symbolic handing over of the FAI flag to the Norwegian Team Manager, some laughter and a few tears.

F4K Scale Helicopter International Event: This event was run concurrently with the F4C/H Championships from the 7th to the 9th of July at the same venue, with the two flight lines well separated from one another. A Stand-off Scale Helicopter event was also run according to the Swiss rules. The F4K event attracted five entries from three countries, Switzerland, Germany and Austria. A small beginning, but the scale helicopters impressed all with their high quality of build and flying and proved very popular with the spectators. An informal meeting on the 8th was well attended by the participants and officials and the CIAM F4 Scale S/C Chairman established a working group to advise the F4 Subcommittee regarding the way forward with this provisional class.

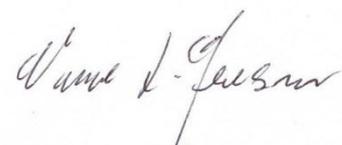
Conclusion: The 2018 F4C/H World Championships for Scale Model Aircraft was an unqualified success of which the Aero Club of Switzerland and the Swiss Aeromodelling Federation may justifiably be very proud. The FAI would like to congratulate the organising team, their always friendly office staff, the judges and other officials, the officer in command of the airfield, the competitors and their team managers as well as their supporters for the part that each group played to make this event a smooth running and enjoyable one to remember with fond memories.



Johan Ehlers
Jury President



Antonis Papadopoulos
Jury Member



Narve Jensen
Jury Member