



# 2013 F2 European Championships

Bekescsaba - Hungary

## FAI JURY REPORT

### Contest Information

Two bulletins were published and emailed to the appropriate NACs. The Organisers also set up a website for information purposes.

A first meeting was held with the officials (Jury and Judges) and the organizer for mutual knowledge, for undertaking improvement actions and for understanding the various tasks inside the organization.

Two Team Managers' meetings with officials and organizer were held, the first on Sunday 4th July (processing day) and the second on Monday 5th July (the first day of official flights).

The information, emergency notices and results about the championships have been displayed in a timely fashion on the boards at each flying circle and at the main control building. Protests have been shown at the main control building.

The results of the Championships have been published on the organizer website [www.bumacofly.hu](http://www.bumacofly.hu) at the end of each day.

### Entry

The entries were:

194 in total (including dedicated F2D mechanics) from 24 countries (Armenia (F2C and F2D entry, flew under the FAI flag);

18 juniors from 11 countries

F2A - 31 in total: 27 seniors from 10 countries & 4 juniors

F2B - 45 in total: 41 seniors from 16 countries & 4 juniors

F2C - 33 in total: 30 seniors from 13 countries & 3 juniors

F2D - 46 in total: 39 seniors from 15 countries & 7 juniors

### Accommodation & Food

Accommodation was a mix of hotels, pensions and camping at the flying site. The FAI Jury and Judges accommodation was in the regional airport of Bekescsaba but it was not adequate to the necessity, the food was adequate but, at least, one alternative choice had to be provided. Shower and toilets were shared with the camping.

There was an outdoor kitchen, close to the main control building, able to serve food of a good quality at reasonable prices throughout the day and most of the evening at the flying site.

### Flying Site

It was the same location of the 2010 F2 World Championships, the regional airport of Bekescsaba, some 10 kilometres from Gyula. This airport is home to full-size private aircraft, gliders, hang-gliders and other airports. The airport is very suitable to be F2 flying site; the F2A hard circle and training hard circles (for F2A and F2C) were part of taxi ways of the airport

runaway. The F2C hard circle was purpose built. Wide grass area is available for F2B and F2D circles and relevant training. No activity of the airport interfered with the F2 Championships activities.

**F2A** was located at the north eastern end of the site and was a bit far from the other three categories and from the car park. Close to this circle, there was a very large hangar used for the championships processing and as a working area and occasional shelter from the weather.

**F2B** had two official grass circles with a large practice area in the south west quadrant.

**F2C** used the permanent circle at the south east corner (and near the car park and entrance to the F2B, F2C, F2D area) as the official circle and had a practice circle immediately to the east of the main control building.

**F2D** had a large area for official and practice circles towards the north west of the site.

**Main Control** of the championships was in the airport's terminal where the activity of the FAI Jury, of the judges and of Championships administration was carried and where the Official and Team Manager meetings were performed. It was a very pleasant building with air-conditioning and a well-stocked refreshment area. Very useful internet free connection were available inside and just outside of the main control building and it was accessible by everybody.

**The Campsite** was located to the north of F2D.

### Model Processing

Processing tasks and preparation before the competition have been defined at the first meeting where officials and organizer convened. The processing required a heavy involvement of the Judges of the various classes.

For all classes, F2A, F2B, F2C and F2D: No problems were reported.

The activity was performed fluently, with no remarkable queues, and was completed very well in advance of the planned time.

Processing during the competition for all four classes was conducted correctly and with the specified equipment. All checked aircraft were within the rules specification.

### Weather

The weather was sunshine throughout the Championships with a very high temperature of 37° Celsius average for all days. The main problem was for the judges and helpers that had to work continuously under a burning sun and high temperature.

### Competition

#### F2A Speed

The Contest Director was Mr. Lajos Cantor helped by the judge Marian Jurkovic. During the first round in one flight there was a glitch in the electronic timing equipment, this was analyzed and solved. The Secondary sensors was used as a back up system.

The score sheets were properly sent to the administration office

The flying order draw was made by the Contest Director supervised by one FAI Jury member

The flying circle was protected with nets on the side for spectators . A large open sector was in the opposite side as "competitor access only". There were no safety issues.

It was pleasing to see four junior entries and the European Junior Title can be awarded. One of them was a girl who was awarded with the bronze medal.

### **F2B Aerobatics**

The Contest Director was Mr Claudio Garcia Rosa supported by two circle Marshalls: Gabor Flender and Daniel Gyula.

Two competitors circles A and B with one training circle. All the circles were grass and their surfaces were not quite up to the expected standard. This status didn't change from the previous 2010 Championships. Only one re-flight was granted due to the surface condition.

Not sufficiently space was available for placing the models before and after the flights. It was required to cut the grass for creating more space.

The Panel of Judges was led by Serge Delabarde.

The flying order draw was made by the head of judges and the CD supervised by a FAI Jury member.

Mrs Rettig with two assistants made excellent job for the scoring administration.

4 juniors entered and the European Junior Title was awarded. The best junior result was 9<sup>th</sup> in the overall classification that include the seniors competitors.

### **F2C Team Race**

The Contest Director was Mr Mike Crossman and the circle Marshall was Mr Istvan Molnar.

The flying order draw was made by the Contest Director overseen by one of the FAI Jury members.

The central circle had to be correctly painted for preventing possible mistakes of the pilots.

The display showing lap counters and warnings was not well visible from a side view and for the spectators was difficult to follow the evolution of the heats and final races.

The panel of judges was completely new compared with the previous championships. One of them was Robert Fitzgerald the 2000 World Champion. Working together for the first time, with the support of the CD, the difficulties, for achieving a better common approach on judging racing situation in a quick way, were progressively solved during the course of the heats.

Not many protests were raised; only two at the final race.

A new world record (time 3:02,2 - 100 laps) were set by the Russian team (S. Andreev, O. Vorobyev) in the qualifying round 3 heat 5.

It was disappointing to see that there were only three junior teams and the European Junior Title cannot be awarded.

### **F2D Combat**

The Contest Director was Mr Mihaly and the circle Marshall was Mr Vernon Hunt.

The flying order draw was made by the Panel of Judges overseen by the one of the FAI Jury members.

The circle lines had to be re-painted at the start of the first day since they were not sufficiently visible.

The panel of judges with the support of the CD was a very experienced team with a new member Mrs Marta Sala Reverte. With the 6 scores, some of them coming outside Hungary, they worked very well and well integrated. The open and clear approach of judges and of their head, Ingemar Larsson, versus the competitors contributed to solve many issues before they could result in official protests.

Only one fly-away occurred without engine shut-off. The competitor was disqualified. The shut-off devices were randomly checked.

At the end of each flight most of the competitors had to intentionally crash down the model for meeting the new rule that requires to shut off the engine. Only few competitors developed an electronic device able to shut off the engine without risking to damage the model.

Most of the competitors signed a petition asking the FAI jury to remove or relax the new rule application about the engine shut off at the end of each flight.

### **FAI Jury**

The FAI Jury was composed of Mr Bohumil Votypka CZE, Mr Rob Olijve NED and Mr Massimo Semoli SUI (President). There was a good integration and harmony thanks also to the very good co-operation provided by the CDs, the Circle Marshalls and the Judge Panels with the relevant Heads of each class.

### **Protests**

There were 6 protest and 1 petition. 5 were denied, 1 not accepted and 0 upheld by the FAI Jury.

They were 4 for F2D and 2 for F2C classes. The petition was for F2D class, as described before, and the FAI Jury replied that the new rule cannot be changed. However, the Jury passed the text of the petition to the F2 Sub-committee chairman who was present at the championships.

### **Ceremonies**

The opening ceremony was held on the evening of Sunday 4th August on the large hard-standing to the east of the main control building. It was quick and poor without any presence of local authorities, only the organizer made a speech. The teams, with their "country board", reached the area in dribs and drabs without any parade. The FAI anthem was played, the FAI flag raised and the FAI Jury President opened the Championships.

The flags of the competing nations were erected around the F2C circle.

The prize-giving and closing ceremony took at the same place of the opening ceremony.

It was quick and poor without any authorities presence. The FAI Jury and judges presented the winners of the various classes with the FAI medals, FAI diplomas and Championship trophies. No proper prize-giving podium was prepared in front of the flag-poles for the first, second and third winner flags. It was marked with white chalk on the concrete surface. The officials received a gift from the organizer.

A hot and cold buffet banquet took place in the outdoor open area in front of the hangar where the processing was held. It was without style and warm atmosphere since place outside the processing hangar in the dark and with random seat assignments of the officials, teams and supported.

### **Trophies**

#### F2B Individual

FAI Championnat d'Europe Trophy was awarded to Igor Burger (Slovakia)

#### F2D Individual

Challenge Trophy was awarded to Igor Trifonov (Russia)

## F2B Team

The new trophy offered by the Aero Club of Italy in memory of Luciano Compostella was awarded to Russia.

## **Comments**

The flying site is really excellent for holding F2 championships. With a minimum of effort the organizer could have solved the main issues like the unfinished preparation of the F2B circle surfaces and the visibility of the laps counter and warning display in F2C. The first issue was already evident during the 2011 World Championships.

For the supporting activity to the Championships, the organizer has heavily disregarded the quality of lodging for the Jury and Judges, the dignity and style of the Open ceremony and of the Closing ceremony, the presence of a Prize-giving podium and a good atmosphere and style of the banquet.

Many competitors complained about those problems and the organizer could solve them with a minimum effort.

The personnel involved was sufficient regarding the officials (Circle Marshalls and Contest Directors). More helpers would have been necessary for solving in real time the problems occurred during the course of the Championships.

The availability of the airport Main Building was excellent for the management of the championships with the administration activity led by Mrs Rettig.

The organization constantly provided water and drinks to the officials and helpers. This contributed to mitigate the high temperature that seared the championships.

## **Conclusions**

Despite the problems outlined earlier, these European Championships can be considered good in all four classes. Less official protests than usual for a F2 championships have been raised.

More experienced F2C Judge panel has to be selected for the next F2 Championships.

It is recommended to identify a panel of judges whose at least two members have a recent previously experience in other championships. This will prevent to have heavy difficulties for achieving a running and reliable judging approach.

The organizer took more attention to the conduction of the championships than to the side activities like lodging, ceremonies, banquet, etc. This is not sufficient.

Many thanks to the FAI Jury, judges and helpers that worked in very hard conditions due to the high temperature.

As mentioned, learning this lesson and with a minimum effort, the organizer could make excellent possible future F2 championships in Bekescsaba.

## **TOP 5**

- The regional airport of Bekescsaba is an excellent flying site for hosting F2 Championships
- The airport main building is an excellent headquarter with internet connection available for everybody
- Constant provision and availability of drinks and water for the FAI Jury, Judges and helpers
- Very good co-operation between FAI Jury, Judges and helpers
- Location of the airport close to Gyula, pleasant city with its hotels and attractions

**LOW 5**

- F2B flying circles with surfaces not adequate to the necessity. No improvement from the last F2 World Championships
- Very poor and not adequate lodging for the FAI Jury, Judges and helpers
- Very poor and hurried Open and Closing ceremonies with the absence of the Podium for the Prize-Giving ceremony
- F2C display, for the laps counter and warning, not well visible from all point of views
- Banquet free of good atmosphere and style

November 2013

This report is approved by:

Mr Massimo Semoli - President

Mr Rob Olijve

Mr Bohumil Votypka

A handwritten signature in blue ink, appearing to be 'M. Semoli', is written over the text of the approvers.