REPORT BY THE FAI JURY ON THE FAI WORLD CHAMPIONSHIP

FOR CLASS F3A (RADIO-CONTROL AEROBATICS). MCPO, Pombal, Portugal. August 2009.

Overview
This most successful and very enjoyable world championship event was organised and executed by the Portuguese Aeromodelling Federation (FPAM), from 21ST to 29th August 2009. The specially-created runway facility and layout of the Pombal Aeromodelling Club afforded excellent flying opportunity for 101 competitors from 37 nations. Several new teams were represented this year, and a few more nations have expressed an interest to compete. Due to the worldwide economic recession, a few nations were not represented, and a few countries only sent two representatives.

Pre-contest information
General and specific information was communicated to participants via several bulletins. All aspects of the championship, lodging, travelling, costs, rules, local rules, and procedures were covered. E-mail contact made correspondence significantly more convenient and speedier, for organisers, officials, and participants.

Accommodation and catering
Most competitors and supporters/helpers were accommodated in towns around Pombal, all within easy driving distance of the competition site, which was well sign posted. Participants were offered a great choice of accommodation options. Judges, officials, and staff members were accommodated in a modern hotel (Pombalense) in the town of Pombal., which made communication most convenient. The accommodation in the various hotels was of a high standard and at reasonable cost. For those participant who chose the option, and all the officials, all meals were offered in the tent-restaurant. Meals were of very high quality and quantity, catering also for those who did not eat meat, and varied daily.

Practice fields and competition site
There were several official practice sites available to competitors within reasonable driving distances. The practice sites were easy to find from maps and directions issued by the organisers.

Four flight areas were arranged on the 1 kilometre tarmac taxiway to avoid flying into the sun. Simultaneous flying on two flight lines took place in the morning, with a shift across the runway for the afternoon. The two sites were adequately separated in distance, and were easily accessible by vehicles. At times the roads were a little dusty, but regular water-spraying ensured minimum discomfort. The manoeuvring areas on all four flight lines were clearly and correctly marked. The organisers provided a shaded area for competitors at each site, and spectators had access from a safe vantage point that did not interfere with the smooth running of the event. Enough publicity prior to the event ensured a steady stream of spectators who were given information about the championship upon entering the site. Good planning of the working layout (judging seats, shade, score/information board, transmitter impound, ready box, and sound measuring areas, management) were made on all four sites.

Model aircraft processing and official practice
Model aircraft processing took place in the administration building on site. All procedures were correctly conducted and equipment was of good quality, certified and calibrated. A few teams arrived late for processing, ironically the same teams that usually cause delays at each championship. Official practice was conducted at the same time, and there were no weather delays.

Organisation and execution
The championship was conducted in a very friendly, yet professional way The contest director and his personnel were always friendly and accommodating. Competitors were called in good time to occupy the ready boxes and for their flights, and those using electric propulsion devices (majority) had their equipment tested for voltage prior to each flight. The published daily starting order ensured that all competitors were ready for their flights. On two days, the start had to be delayed due to low cloud cover, but regular “test” flights were made to check the level of the cloud base. This was expertly handled by the contest management. For the entire event, the conditions were sunny and hot. Frequency monitoring was done at each site, and the majority of competitors used the 2,4GHz transmitting equipment, dispensing with the need for a transmitter impound, except for two competitors. This was greatly appreciated by all participants.

Line directing, timekeeping and sound measuring was done extremely efficiently. Score tabulation was expertly done, with raw scores appearing within 10 minutes of the conclusion of flights. Score sheets were pinned to the two notice boards. The TBL statistical averaging system was used in the scoring software. The standard of flying was exceptionally high, with a diversity of model aircraft, equipment, and flying styles. During the competition rounds not a single crash or similar incident occurred. Continuous random checking during the competition for conformation to the specifications took place, and the top three finalists had their model aircraft re-checked at the conclusion of the event.

Communication
A daily bulletin was issued with results, flight draws, and interesting information. The sporting and contest directors were in constant communication with the flight line officials, and were available at all times to answer queries from team managers, contestants, supporters, and officials. Extensive publicity of the event to residents of surrounding towns and cities resulted in a significant spectator count. Television and press reporters carried stories on a regular basis and the on-site public address system was put to good use. A

wireless system on site provided free internet access, which proved popular with several teams who sent daily reports to their federations. The championship web site was regularly updated with scores, results, photographs, and the daily bulletin.

Conduct of jury and judges
No protests were lodged, and a few informal queries were adequately dealt with. The jury members were well versed in the Sporting Code requirements and complemented each other in their different fields of expertise and experience The jury members were always on-site and available to questions and queries at all times..

Twenty one judges were used in the competition, with four groups of five judges each, for a morning shift, and an afternoon shift. The reserve judge was called for duty. Extensive judges' briefings, with visual aids, and several training flights were conducted prior to the start of the preliminary flights of the championship, and again prior to the semi-finals, and finals. A post-competition judges' analysis was generated, and initial indications are that most of the judges performed well with a few scores being thrown out by the TBL-system. There was one judge that showed continuous severe national bias coupled with inattentiveness. The results of the preliminary judges' analysis were distributed to all judges, and recommendations may be made to the CIAM Bureau. To ensure fair rotation and representation of all judges on the FAI register, the sub-committee chairman will work closely with the organisers of the next two continental championships and the 2011 world championship in the USA.

Award ceremonies, functions, closing banquet
The impressive informal opening ceremony was conducted on the airfield, to accompaniment of military band music. The FAI anthem was played, and the FAI flag displayed prominently for the duration of the event, amidst the flags of the 37 participating nations. A short air show thrilled spectators, and this was followed by a civil function in the town of Pombal.

The awards ceremony took place on the airfield where the FAI medals and the perpetual individual and team trophies were awarded to the winners. This was followed by a banquet in a huge facility, attended by approximately 400 people, with excellent food and entertainment of local culture. Several other awards were made to team and individual winners, as well as an unofficial junior classification. The judges and jury members, and every participant were presented mementoes for their participation in the championship.

Conclusion
It is the opinion of the FAI Jury that the 2009 FAI/F3A R/C Aerobatic World Championship was splendidly organised, and professionally executed. The FPAM and all its personnel who were involved are to be congratulated for a superb event.

The FAI Jury: Bob SKINNER
(South Africa, president of the CIAM)

João LOUREIRO DE SOUSA
(Portugal, President of the FPAM)

Yolanda LOSADA GARCIA DE FUENTES
(Spain, CIAM Alternate Delegate)