

# **Jury Report on the 2009 European Championship For F4C and International F4H Competition for Scale Models Held at Starmoen Airfield (Elverum) Norway July 25<sup>th</sup> – August 2<sup>nd</sup> 2009**

## General

The 2009 European Championship for class F4C and an open Nordic Championship for class F4H R/C Scale was organised by the Aeromodelling Group of the Norwegian Air Sports Federation at the National Gliding Centre, Starmoen near Elverum. Originally the event was to cater for F4C and F4B classes of Scale Models but due the lack of interest in F4B the organisers had no choice other than to cancel this class on March 5<sup>th</sup>. On March 18<sup>th</sup> it was announced that entries for the new F4H class were to be substituted and entries were invited on an individual basis (the highest placed entrant from the Nordic countries would be 'The Nordic Champion'.) Final entries for the two classes were F4C - 5 team managers, 32 competitors (4 of them doubling as team managers) together with 17 supporters, 12 entering 3man teams, 2 with 2man teams and 1 with a 1man team. In F4H – 15 competitors (6 qualifying to compete for the Nordic Championship) from 5 countries.

The contest was held in mixed weather conditions with intermittent light rain and variable light wind and although some hours of flying time were lost to the rain an efficient organisation ensured that all three rounds were completed in both classes.

## Pre-Contest Information

This was sent out in good time and contained all relevant information. The Norwegian Organisers worked hard putting out the required information, both to the Judges and the Competitors through Bulletins and a very informative website. Their website could well provide a pattern for future championships.

## Accommodation and Catering

Accommodation was in some good hotels in Elverum, some 6Km from the flying site, and transportation of Judges and Jury was by means of a minibus The competitors using the hotel option supplied their own transport.

The alternatives were a selection of very comfortable self contained log cabins on the site or camping, again on the airfield. Those who were camping had more than adequate sanitary facilities available to them.

The hotel accommodation was inclusive of breakfast whilst lunch and dinner were provided for the judges, jury and officials (together with breakfast for those residing on site) in the airfield clubhouse. Lunch, for competitors and supporters, in the form of burgers hot-dogs and waffles was available to be purchased on the airfield.

## Judges and Jury

Twelve judges and three jury members from ten different countries were employed to oversee the contest. In F4C the static judging was divided between two panels of two judges each and the flying was the responsibility of a separate panel of five whilst the F4H class was judged in both static and flying by the same panel of three judges.

## Flying Site

Both classes flew from the airfield's asphalt runway which at 8 metres proved to be very narrow in cross wind situations, however careful mowing of the grass on either side and with a reasonably

smooth transition between the two surfaces landings and takeoffs were accomplished without incident. The available space for approach and climb-out was rather restrictive but competitors coped satisfactorily.

### Opening Ceremony

This was held on the airfield before the raised flags of the competing nations, with teams marching into position behind a local junior carrying the countries name. Speeches of welcome were made by the Mayor of Elverum, the President of the Norwegian Air Sports Federation and the Jury President, who officially declared the contest open. The ceremony concluded with the playing of the National anthem of Norway and the FAI hymn

### Model Processing

Registration and checking of models and certificates took place on Saturday and Sunday. The weighing equipment was available to the competitors at all times as was a decibel meter. (The official check on noise is made just on models that sound noisy in the air, and the official weight checking is made just after the first flight).

### Competition

The competition started on Monday with static judging in both classes and the organisation ensured that all ran smoothly with the exception of interruptions due to the intermittent rain showers, these eventually extended the flying into the reserve day. The static judging which was carried out in the F4H hangar suffered from a confusing background and it is recommended that in future a suitable screen is provided to view the models against.

### Protests

There was one protest entered by GBR. against the method employed by the judges when awarding marks under the '*Choice of Options*'. A protracted discussion revealed that there was a difference of interpretation between the flyer and the judges who eventually agreed that they had marked this item too harshly and decided to adjust all of the scoring sheets affected. Fortunately this change did not have any effect on the final rankings of either individuals or teams. In view of the outcome this protest was considered to be upheld and the fee returned.

### Closing ceremony

This was held on the field in front of the flags when the winners were honoured, medals and certificates presented and the appropriate flags raised. The Jury president officially closed the Championships and the FAI hymn was played. Later in evening the Banquet was held in the main hangar where all competitors and officials were presented with mementoes of their visit to Norway.

### Summary

This was, in the opinion of the Jury, a very well run and friendly championships. The one disappointment that the organisers must have felt was the lack of interest shown by the general public as no more than a handful of spectators attended.

One or two areas were highlighted during the week that the F4 CIAM sub-committee will need to discuss and resolve to help subsequent championships run more smoothly.

The FAI Jury

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