

FREE FLIGHT WORLD CHAMPIONSHIP 2001 : Classes F1A F1B F1C

FAI JURY REPORT

FAI JURY: Pierre CHAUSSEBOURG FRA Del. 1ST CIAM VP
Ian KAYNES GBR FF s/c Chairman
George XENAKIS USA

DATES: From 8 to 13 october2001

LOCATION: Lost Hills, (west of BAKERSFIELD) California, USA.

ACCOMODATION: Teams and officials were accommodated in local motels: in Lost Hills (10 km from the flying field) and Button Willow (about 20 km).

Prices for a double room was \$55 instead of the \$31 starting price

The only meals provided by the organisers were:

- Barbecue at the opening ceremony
- Lunches on each of the competition day
- Banquet on the last evening.

On the other days, breakfast and other meals had to be purchased in the local restaurant at a price higher than the \$20 per day which had been estimated to CIAM.

FLYING SITE: Lost Hills flying field is one of the very best field in the world for Free Flight. This site had already been used for the 1993 World Championships, and since that time, it has been improved: no more holes and no bushes.

PARTICIPATION :

199 competitors from 32 countries

China and Croatia did not come and Bosnian team was not granted visas despite many efforts, both from AMA and Californian organiser.

COMPETITION: It took place on three days with deciding Fly-Off in classes F1A and F1B in the early morning.

The event was very well run and the field organisation was perfect: Good score board, excellent public address, Very accurate timing in each round including Fly-Off rounds.

The processing, during, and after contest for the winners, was very accurate and efficient.

The weather was just perfect during this Championship which gave very clear winners.

PROTEST: There was no official protest.

TIMEKEEPING: Most of the timekeepers were from USA. They were experimented modellers, and there was no communication problem... All were well equipped with binoculars and tripods. Timing was good and there has been no major problem.

OPENING AND CLOSING CEREMONIES: Opening ceremony was in WASCO recreation park. It was followed by a barbecue and later by the team managers meeting.

Closing ceremony and banquet was at Stockdale Country Club in Bakersfield. Coaches were provided for participants, from Lost Hills and Buttonwillow. Some national anthems were not played fully, or not at all in the case of the Sweden, which gave the opportunity to the team members to sing it beautifully.

For some reasons, FAI medals and diplomas were not awarded and will be sent later to the NAC of the winners. Some FAI trophies were missing:

- The F1A team trophy was not brought back by the Slovakian team.
- The F1B team trophy, the individual F1C trophy and the two F1C team trophies that had been awarded to Bosnia in 1999 were not awarded to their winners.

CONCLUSION : This Championship will be remembered for superb field organisation, excellent weather. The SCAT and AMA must be congratulated for an excellent Championship.

CLASS F1E WORLD CHAMPIONSHIP 2001 For Seniors and Juniors

FAI JURY REPORT

- 1- **FAI JURY:** Pierre CHAUSSEBOURG FRA Del. 1ST CIAM VP
Mihail ZANCIU ROM Delegate.
Dorota WLODARCZYK POL alternate Delegate.
- 2- **DATES:** 21 to 26 September 2001
- 3- **LOCATION:** NOWY TARG Poland
- 4- **ACCOMODATION:** Teams and officials were accommodated in Pensionat Naft Tur near Lopuszna at about five kilometres from the city of NOWY TARG. This rest house was very convenient, with a meeting room, a large dining room and very comfortable bedrooms.
The food was excellent, with warm lunch served on the slope on the competition day.
- 5- **OPENING CEREMONY:** It took place on the main square in NOWY TARG, with several local authorities. The national Poland anthem and FAI anthem were played. Then, local groups from the youth club performed local dances. Then team managers, jury members and contest's organisers were received in the town hall by the mayor of Nowy Targ.
- 6- **FLYING SITE:** The flying site was good, with several obstacles as big trees and farms, but it has not been a real problem. The day before the competition practice took place on another site which was quite small and which could not be used as a championship site.
- 7- **WEATHER:** The weather was OK in the morning for the first three rounds, but at the end of the third round and during all the lunch break, we had to cope with heavy rain. Fortunately it stopped and after a half an hour delay, we could start the fourth round and finally have the fifth round just before the rain started again.
- 8- **CONTEST ORGANISATION:** The contest organisation was good. The timekeepers were efficient and well equipped with binoculars. They had not an easy task, as the visibility was far from excellent, mainly in the afternoon but they did very well and there has been no complain.
- 9- **PARTICIPATION:**
Seniors: 28 competitors from 10 countries (for the first time one participant from a non European country)
Juniors: 17 competitors from 7 countries
- 10- **COMPETITION:**
The maximum duration was 3 minutes in the 1st round, then 4 minutes in the rounds 2, 3 and 5, and 5 minutes in the 5th round. Only one junior flyer managed to make the 5 minutes max in this round.
In seniors, there was 8 competitors with full score after three rounds, then only three at the end of the 4th round and finally nobody maxed out and the winner came from the 8th place in the 4th round.
- 11- **TOUR:** There was a tour for visiting the salt mine of Wieliszka near CRAKOW.
- 12- **CLOSING CEREMONY AND BANQUET**
The Closing ceremony took place in the large room of a restaurant. Jury members awarded FAI diplomas and medals and the mayor of the city and local authorities awarded organiser's medals, diplomas and trophies.
The banquet was excellent, in a very warm atmosphere.
This Championship was very successful. The Aero Club of Poland and the local Youth Social Recreation Club must be congratulated for an excellent organisation.

Pierre CHAUSSEBOURG, FAI Jury Chairman

REPORT BY THE FAI JURY ON THE FAI WORLD CHAMPIONSHIP 2001

FOR CLASS F3A (RADIO-CONTROL AEROBATICS)

Overview

This most successful world championship event was organized and executed by a small band of volunteers of the Model Aeronautics Council of Ireland and the Cork Model Aero Club, from 24th August to 2nd September 2001. Two specially constructed runways and sites on the Mallow horse-racing track provided flying opportunity for 103 aeromodellers from 39 nations, the largest entry ever for an F3A world championship. Several nations participated for the first time, although a few regular participating nations did not enter. Two nations, which had entered teams, could not participate.

Pre-contest information

Adequate information was distributed via four bulletins. All aspects of the championship, lodging, travelling costs, rules, and procedures were covered. An enquiry from Nigeria was entertained, but it appeared the parties were only seeking entry to Ireland, with no interest in aeromodelling.

Accommodation and catering

Most competitors, supporters/helpers, competition staff members, and judges and jury members were accommodated in a hotel/holiday apartment village in Cork, some 35km from the competition site. Others sought lodging closer to the competition venue. The accommodation was of an acceptable standard and at reasonable cost. Affordable day-time meals were supplied at the excellent facilities at the race course, and was of very good quality and quantity, even if limited in daily variety. Evening meals were mostly taken in the City of Cork, and a good choice and price range of restaurants was available. The breakfast/lunch hall in the grand stand provided a welcome rest and entertainment area for all. Many other eating establishments were available in the nearby town of Mallow.

Practice fields and competition site

There were several practice sites available to competitors within reasonable driving distance, but shortly before the event, three sites became unavailable due to precautions against the foot-and-mouth disease. The competition venue was made available prior to the championship. The practice sites were reasonably easy to find from the maps and written directions issued by the organizers.

Two flight areas were arranged on the grass infield of the race track. Two specially seeded grass runways of good surface were constructed and each site was fully accessible by a circular one-way road inside the track. Simultaneous flying on two flight lines was possible, and the initial concern of competitors about the separation distance proved unfounded. The maneuvering areas on both sites were clearly and correctly marked. Shade tents for competitors and helpers/supporters were provided by the organizers, and spectators were restricted to a good, safe vantage point which did not interfere with the smooth running of the event. Careful thought was given to the working layout (judging seats, transmitter impound, ready box, and sound measuring areas) on both sites. Several offices in the grandstand were utilized for storage, administration, scorekeeping, and meetings.

Model aircraft processing and official practice

Model aircraft processing (except for four teams, done on Friday) took place on Saturday 25th August in a large, ground-floor hall. However, there still is uncertainty with some competing NAC's about the specification certificates, FAI stickers and national identity numbers/codes. The F3A sub-committee will continue to issue a directive with examples to future organizers. The processing officials were well versed in their duties and no problems were encountered. Checking equipment was of the highest quality. Official practice was conducted without problems. At least 20% of all competing model aircraft were randomly checked during the competition for conformation to the specifications, and all ten model aircraft of the finalists were re-checked.

Organization and execution

The computerized flight draw proved very popular with team managers, who were unanimous in their opinion that it was time-saving, efficient and transparent. The innovation of allocating contestant numbers only after the draw was finalized, worked very well, and contestants were able to easily follow when it was their turn to occupy the ready areas. The championship was conducted exceptionally well, and the contest director and his staff were knowledgeable, friendly, accommodating, yet firm and consistent in their application of the rules and regulations. Pilots were called in good time to occupy the ready boxes and for their flights, although the contestant numbering system made this requirement almost superfluous! Early-morning mist delayed the planned start on several days, but good cooperation ensured that all flights on each of the days were completed. Frequency monitoring was done at each site, and not a single instance of interference was detected. Line-directing, timekeeping and sound measuring was done efficiently, and only one competitor had trouble adhering to the 94dBA requirement. Score tabulation was expertly done, with raw scores appearing within 30 minutes of the conclusion of flights. Scores were displayed on the CCTV tote system. This is the first F3A world championship utilizing the TBL statistical averaging system, and

no problems were encountered. The scoring software, developed by the MACI and approved by the CIAM, is now the only acceptable scoring programme for world and continental championships. The standard of flying was high, with a diversity of model aircraft, equipment, and flying styles. Not a single crash or similar incident occurred. The Irish summer weather was unusually good and only light winds were experienced and light rain on Saturday prior to the finals, delaying the start by two hours.

Communication

A daily newsletter was issued with results, interesting facts, and notices. The event director was in constant communication with the flight line officials, and was available at all times to answer queries from team managers, contestants, supporters, and officials. Jury members were easily contactable by mobile communication systems.

Conduct of jury and judges

No protests were lodged, and a few informal queries were adequately dealt with by the jury and the contest management. The jury members were well versed in the Sporting Code requirements and worked well together, being 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 to duty for the last twenty flights of the finals, due to travel arrangements and an early departure of one of the other judges. Extensive judges briefings, with visual aids, and seven training flights were conducted prior to the start of the championship on Saturday 25th August, and again prior to the semi-finals, and finals. A post-competition analysis showed that most of the judges performed splendidly, with only a few scores being thrown out by the TBL-system. There were a few cases of mild national bias but no real reasons for concern, and no recommendations of censure. The results of the judges' analysis will be distributed to all judges. To ensure fair rotation and representation of all judges on the FAI register, the sub-committee will make a few recommendations to the organizers of the next world championship.

Award ceremonies, functions, closing banquet

The opening ceremony was pleasantly brief and informal, with the flags of participating nations raised to the Irish national anthem, rendered by a brass band. The FAI anthem was played, and the FAI flag displayed prominently for the duration of the event. A pleasant reception was held on the top floor of the grand stand building.

The organizers arranged a sightseeing tour on the reserve day (Thursday) and a sponsored evening function in Cork, which was very popular and well attended.

The awards ceremony took place in front of the grand stand and was short and to-the-point. FAI medals and the perpetual individual and team trophies (individual trophy in need of repair) were awarded to the winners. This was followed by the formal prize giving banquet in the banquet hall on the top floor of the facility, attended by approximately 400 people, with excellent fare. The winners were awarded with exquisite Waterford crystal trophies, and all judges and jury members received Waterford crystal mementoes. The full results, bound with all issues of the daily newsletter, were distributed to all teams.

Conclusion

It is the opinion of the FAI Jury that the 2001 FAI/F3A World Championship was the best organized and run event of recent times, and the MACI and the Cork Model Aero Club are to be commended for a splendid effort.

The FAI Jury: Bob Skinner
(South Africa, chairman of the CIAM F3A sub-committee)

Captain Joe Dible
(Ireland, President of MACI, CIAM delegate for Ireland)
Jury report read and approved

Alex Goossens
(Belgium, CIAM F3A sub-committee)
Jury report read and approved

FAI Jury report: World Championship F3B 2001

The World Championship F3B took place from 18th July to 25th August 2001 at Chrudim.

Pre-contest information

The organisers sent three Bulletins. All necessary information for the competitors and supporters was included.

Participants

67 competitors from 26 countries took part in the senior competition.

Accommodation and food

The basic accommodation offered by the organiser was at youth hostel at Seè, a village 18 km distance from the flying field. Some teams have chosen better hotels in Chrudim and Pardubice.

The midday meal was served on the field. The breakfast and diner were served at the hostel. The meal was good and in sufficient quantity.

Flying site

The competition flights took place on the airfield of the local aero club. The flying site was very suitable, covered with grass and without any obstructions. There were two winch lines marked on the field, one to the wets and one to the east. At the beginning of the Championship there was some discussion about the course layout. According to requirements of majority of team managers the organiser opened both courses for launch during the whole Championship.

Weather

The weather during the contest was mostly good. On Monday, at the end of the first day of competition flying, there were two rain showers, which caused additional delay of the contest. The delay did not happen to eliminate during the week.

For the rest of the week the weather turned to very hot (about 32°C).

Competition

It was a very tough competition. All pilots wanted to fly as long as possible. The decision to use the reserve day for flying was accepted with gratification. Through the entire contest the atmosphere between pilots and helpers of all nations was excellent.

Ceremonies

The opening ceremony took place on the airfield in presence of the major and two deputy majors of Chrudim. The closing ceremony was organised on Saturday evening at Seè, again in presence of the major of Chrudim. FAI medals and cups awarded competitors on first three places.

Tour and Banquet

The reserve day was used for finishing the sixth round of competition. The trip was therefore cancelled. The banquet was prepared in a theatre and all enjoyed it.

Technical Meeting

It was expected to hold a technical meeting of the RC-Soaring Subcommittee on Wednesday 22nd August. Unfortunately the flights on the airfield lasted up to 8pm and only two people arrived. Because the F3B class has no serious problems with the rules, the technical meeting was cancelled.

Protests

There was no protest submitted during the whole contest.

Conclusion

This was a very successful World Championship. It confirmed the great interest in RC-soaring class. The organisers are to be congratulated and thanked for their effort and work involved in hosting this event.

Prague 27th August 2001

Tomáš Bartovský
President of the international jury

FAI JURY REPORT
9th FAI F3C World Championship
Muncie, Indiana USA
7. thru 15. September, 2001

ORGANIZATION: The 9th FAI F3C R/C Helicopter World Championship was organized by the Academy of Model Aeronautics. The competition took place at the AMA International Aeromodeling Center in Muncie, Indiana. The world championship attracted 67 competitors from 27 countries. All information bulletins covered the necessary details and were received in a timely fashion.

ACCOMMODATION: The competition officials, FAI Judges, FAI Jury and some of the competitors stayed at the Radisson Hotel Roberts headquarters hotel. The remaining competitors stayed in other hotels in the city of Muncie. Lunch was provided on the field. Breakfast and dinner were part of an optional meal plan or left to the discretion of the participants. Competition officials received a free lunch on the field and a daily allowance for breakfast and dinner.

FLYING SITE: Each of the two competition areas were laid out on 12 meter square carpets fastened to the asphalt runways. Flight Line 1 was located on the control line area and Flight Line 2 was located at "Center Stage". They each faced directly north to minimize interference from the sun. Three large tents were placed along the spectator lines and used by the pilots and their models. A fourth tent housed the transmitter impound and frequency monitor. A converted private home located near center stage was used for the computer scoring system.

MODEL PROCESSING: Competitor registration took place on Friday 7. September in the new AMA Headquarters building and was followed by a team manager meeting in the evening. Every competitor and team manager received souvenirs and a competition program. Model processing and official practice took place simultaneously on Saturday. This caused some anxiety among the competitors and it is recommended that future World Champs not use this system. Each model was checked for FAI sticker, proper markings and to assure compliance with FAI regulations. Each transmitter was checked for frequency and bandwidth.

OPENING CEREMONY: The opening ceremony took place at 17:00 hours on Saturday at Flight Line 2 (center stage) World Championship site. Each team marched onto the field accompanied by the music of their national anthem. The Mayor of Muncie and AMA Executive Director welcomed the competitors and the competition was officially opened by the president of the FAI Jury.

COMPETITION: Official practice flying took place on Saturday with 45 minutes allocated to each team. Two "Schedule A" warm-up flights for the judges were flown prior to the first preliminary round. Due to severe rainstorms the first preliminary round could not be started until 12:30 hours and ended at approximately 18:00 hours. The second, third and fourth preliminary rounds started at 08:00 hours and ended at 17:00 hours. The weather during the first preliminary round was cloudy with strong and gusty wind. The weather for the remaining rounds was sunny but accompanied by variable winds. Three "Schedule B" warm-up flights were flown for the judges before the first fly-off round on Friday morning. The second fly-off round was flown Friday afternoon. There were three official protests filed and all were upheld. The flying standard observed during the entire competition was extremely high. The new program that becomes effective 1. January 2002 is arriving just in time.

AWARD CEREMONY: The first award ceremony took place on the flying field. The organizer presented the FAI medals to the team managers of the winning teams first. This was followed by awarding the perpetual F3C World Championship Team Trophy to the first place team. The individual FAI Medals were then awarded and this was followed by presentation of the perpetual F3C World Champion Trophy.

BANQUET AND CLOSING CEREMONY: The banquet took place at the Cardinal Hills Family Restaurant located at a nearby Golf Course. A second award ceremony took place where "American Eagle" trophies and souvenir medals were presented by the organizers. The FAI Judges and members of the Jury received souvenir WC medals. The dinner consisting of traditional American food was enjoyed by everyone.

COMMENTS: The competition experienced a number of firsts since R/C Helicopters became a world class event in 1985. The two flight lines definitely improved the morale of the FAI Judges but required essentially double the manpower. A record number of protests were filed and all three were upheld in favor of the competitors. The 2001 F3C WC was the first to benefit from the brand new AMA Headquarters building. The reigning F3C European Champion did not participate. The tragic events in New York City, Washington, D.C. and Pennsylvania almost stopped the Championship. During the competition Mike Farnan & Bob Miller of Australia and Yosuihiro Hayashi & Yukihiro Dobashi of Japan rescued 2 children and 4 adults from drowning in a nearby reservoir. The mayor of Muncie presented each of these brave gentlemen with a special "Key to the City" at the banquet.

SUMMARY: It is the opinion of the FAI Jury that the 9th F3C World Championship was run in a fair and friendly atmosphere. Whether pilot, mechanic or official the American people made everyone feel at home. We thank the Academy of Model Aeronautics for the use of their fantastic facility. We congratulate the leaders of the AMA and IRCHA organizations for organizing this event. And we especially congratulate and thank the entire competition staff for running a super WC and for handling the effects of the tragic events of 11 September in a professional and understanding manner.

The FAI Jury: Horace Hagen (President)
Georg Breiner
Dag Eckhoff

To the Secretary General of the
FEDERATION AERONAUTIQUE INTERNATIONALE
Avenue Mon-Repos 24
CH-1005 Lausanne
Switzerland

***F3D Pylon World Championship
Bundaburg, Australia – August 3, 2001***

REPORT OF THE PRESIDENT OF THE JURY

for the F3D Pylon World Championship 2001

The Jury at the above event received 0 protests of which 0 were upheld and 0 were denied.

Of the deposited protest fees received,

 0 were retained and are enclosed herewith,
 0 have been transferred to the FAI

Also included you will find the JURY PROCEEDINGS pertaining to the above protests.

Signed _____ (Bob Brown) Jury President

F3D WORLD CHAMPIONSHIP

BUNDABERG, AUSTRALIA
30TH JULY – 3RD AUGUST 2001

JURY REPORT

The 2001 F3D World Championship in Bundaberg, Australia, was a highly successful event. Weather, accommodations, and food were more than adequate.

No problems or protests were generated during the actual contest. Prior to the contest, the definition of the F3D “team” created confusion. The F3D Subcommittee is currently addressing this issue. Question was also raised pertaining to whether a competitor may act as a team manager and pay two fees. The Bureau must address the interpretation of this issue. Sportsmanship and common courtesy must prevail in the Bureau’s decision.

In recent years the FAI fee structure has caused the organizers to become financially creative. This is necessary in order to produce funds necessary for the operation of the contest. For class F3D, it is suggested that the maximum fees be increased.

The off course judging system was successfully utilized in this world championship. Both positive and negative opinions were generated.

The Model Aeronautical Association of Australia (MAAA) should be congratulated for being great hosts and providing an enjoyable F3D World Championship.

Team Standings

	Country	Score
1st	Sweden	2669.8
2nd	Germany	2675.7
3rd	Australia	2721.5
4th	France	2724.6
5th	Japan	2761.7
6th	USA	2881.3
7th	Italy	2890.2
8th	New Zealand	2949.4
9th	Netherlands	2993.2
10th	Canada	3688.6
11th	UK	3884.6
12th	Mexico	4648.2
13th	South Africa	5604.9
14th	Czech Rep.	6055.9
15th	Greece	6158.6
16th	Hong Kong	6324.6

Individual Standings

	Name	Score
1st	Christopher Callow	804.5
2nd	Stu McAfee	814.1
3rd	Henry Bartle	825.3
4th	Brian Steele	829.2
5th	Peter van Doesburg	841.4
6th	Paolo Mucedola	848.2
7th	Tomas Erikson	852.6
8th	Milos Malina	855.9
9th	Nobuyuki Chujo	858.1
10th	Jaime De La Vega	859.0
11th	Martin Henschkowski	872.3
12th	Jean Y. Perret	873.2
13th	Roy Andrassy	879.6
14th	Manfred Pick	888.3
15th	Marcel Huisman	892.9
16th	Christopher Choy	898.1
17th	Alan Laurie	905.6
18th	Borje Ragnarsson	907.5
19th	Ingvar Larsson	909.7
20th	Xaver Riesinger	915.1
21st	John Sutherland	928.4
22nd	Yoshinori Sato	933.4
23rd	Christian Schmitt	953.3
24th	Elias Sopeoglou	958.6
25th	Justin Whalley	959.8
26th	Kozo Oi	970.3
27th	Giancarlo Giulianetti	988.9
28th	Andre Nortje	1015.7
29th	Giorgio Giannasi	1053.1
30th	Neil Baxter	1061.2
31st	Gordon (Chip) Hyde	1075.8
32nd	Ranjit Phelan	1087.7
33rd	Wing Fai Wong	1124.6
34th	Manuel Martiarena	1189.2
35th	Bob Smith	1241.9
36th	Robert van den Bosch	1258.9
37th	Robin (Geoff) Ferguson	1291.0
38th	Harold Sattler	1334.1
39th	Ed Smith	1474.9
40th	Bruce Illingworth	1688.0
41st	Russelvan der Westhucen	1989.3