

Jury report on the 2002 **F2 Control Line** World Championships for seniors and juniors

Sebnitz, Germany, July 14-21, 2002

Contest Information

Three bulletins were sent out to NACs before the event in time and additional information were issued on the spot at arrival (in the form of a Bulletin and a timetable) and contained the necessary information. Three meetings were organized for the team managers, for the officials and the jury. Explanatory sheets to some paragraphs of the rules were also distributed for the F2B, F2C and F2D classes.

We also have got some colour brochures with pictures concerning the preparations, the venue and the countryside.

Entry

The final entry was from a total of 273 senior competitors from 36 countries and 37 juniors from 20 countries. The respective numbers in the four categories were the followings:

F2A – 44 seniors from 18 countries and 10 juniors from 10 countries

F2B – 74 seniors from 27 countries and 12 juniors from 12 countries

F2C – 41 senior teams from 16 countries and only 1 junior team

F2D – 73 seniors from 27 countries and 13 juniors from 13 countries.

Accommodation and food

Accommodation was organized in different versions. The hotel for the officials was good. We haven't heard about problems. The food in the hotel was good and the lunch at the site was acceptable.

Flying Site

The main flying area was within a combined sport centre that contained two permanent circles (for F2A and F2C), two provisional tarmac circles (for F2B) and one grass covered training circle for F2B, all were in good condition. Some space of the centre was occupied by an exhibition of the German Air Force. That increased the overall parking problems. The two combat circles were separated about a kilometre away on an agricultural field covered by grass provisionally.

Competition

The weather conditions in general were good. The area lays at about 350 metres altitude over sea level that has not affected too much the setting and performance of the engines.

In **F2A** there was a smooth contest apart from the large number of "tactical attempts" (38 out of the 55 competitors on the third day), and the limited training possibilities because of having only the official circle available. A good number of juniors were participating this time contrary to the fact the F2A flying produces rather high physical loading. New world record was set by Louis Parramon from Spain (302.5 km/h).

The Jury and the organizers agreed to use during the whole contest the opto-electronic speed measurement system of Goran Olsson, parallel to the hand-timing, but only for the purpose to test again the system in real conditions. In the high majority of the flights the system was working well, it's reliability has improved since the last year E/Ch. Using the collected experiences the system probably will be ready for official use at the next world championship. See the details in the Attachment.

In **F2B** the flying standard at the top and also at the middle level competitors was very close. On the other hand the Jury is of the same opinion as two years ago, the judges still tend to use only a rather narrow range of the 0-10 points. The close scoring makes a kind of random effect on the results. There were no other problems with the scores of the judges.

The F2B score calculation was running smooth and precise, there were no claim. The copy of the given scores of judges was given to the competitors immediately after their flights and later on the processed scores were also passed to the team managers. The judges had only an ID number during the contest which was not published before the end of the finals.

The **F2C** contest was fairly clean, there were three protests, all denied. The team race panel of judges did a very good job contrary to the fact the races getting more and more fast therefore the observation getting more and more harder. The lap counting display was not working during the whole contest, while the organizers had two new lap counting systems, but both were malfunctioning. Some teams were going too close to the limits with the tank size and line diameter that caused some troubles in processing. Two consecutive world records were set on 100 laps by the team of Thierry Ougen / Roland Surugue from France (3:10.1 and 3:9.8 min.).

The **F2D** contest was ran on an agricultural field about 2 km away from the main site. The contest in general was smooth in spite of the very high, certainly the biggest entry, thank again to the well-trained international group of officials led by the chief combat judge, Guido Michiels and to the good cooperation with the local staff. The reserve day for sightseeing was needed as a contest day for this category. We had nine protests, one of them was upheld. Two final matches were needed between the two top seniors. The juniors did very well in this category.

What was very unusual that we had 14 fly-aways, much more than it is usual. That is a sign to do something to increase the safety level in this category. Were lucky having no injuries or other problems while the spectators were too close and unprotected.

There were some discussions about one French entry who has Spanish nationality and placed seventh, but there were no official claim or protest before or during the contest.

Jury

The FAI Jury was formed by Dr Laird Jackson from the USA, Mr Gerhard Woebbeking from Germany and as president Dr Andras Ree from Hungary.

Ceremonies

The opening ceremony was organized by a professional team at the main square in Sebnitz in the presence of the local authorities and a great number of inhabitants. That was not a traditional one, more or less it was a show for the public of Sebnitz. The closing and prize giving ceremony was organized on the flying site in a tennis hall. That was unusual that we have got a stamp for our wrist at the entry like in a disco.

Others

The organizers had to realize the difference between internationals and championships, the lack of such experience and of the English knowledge of some key persons, the nice but not enough effective computer programs for displaying the results. The minor problems were resolved on the spot. (The lack of English knowledge caused also some problems in the communication during the preparation period.)

Conclusions

The 2002 F2 World Championships was a successful event in all of the four categories. Thank to the hard working organizers, timekeepers, judges, local ones and from abroad.

The organizers used well all the experience they collected through the previous international events. Thanks to them for the work and efforts made for the control line modelling community.

On behalf of the FAI Jury

Dr Andras Ree
President