

Jury Report on the 2014 World Championships for Scale Models F4CH held in Marmande, France 19th to 26th of July 2014

General:

This was a most successful and enjoyable Championship organised by the FFAM and its modellers. The facilities at Marmande were excellent for such a Championship and allowed two independent flight lines, one at each end of the runway. We only had a slight problem with the occasional cross wind and the available runway.

Information:

All information was transmitted to the teams via the organiser's webpage that was regularly updated up until the Championship dates. The local rules were presented clearly to all concerned and hotel and lodging information was available. The organisers provided the competitors with score sheets that contained pictures of both the modeller and his model and all manoeuvres filled in so that any misunderstanding was avoided. The scoring system, equipped with 4 large monitors in the hangar allowed both all competitors and spectators too to get real time information about the individual scoring and individual and team placings as the competition evolved. The same information was also available at the same time on the Championship Internet Webpage. A very good example of how to use modern equipment to inform all about what is going on and who is in the lead.

Accommodation:

The organisers had provided a rather large area at the airport to cater for all those that wanted to camp and this was very much appreciated. Initially there were some problems with the sanitary facilities, but this was quickly fixed. Else one hotel in town was used for the Jury and Judges and another one for those competitors that preferred to stay at a hotel. Bus transport was provided for the Judges and Jury each morning and evening and the competitors had their own transport.

Practice flights:

All nations that wanted to do some test flights was given sufficient time to accomplish this on the field and no alternative test site was needed

Competition site:

Main runway 1200 X 30 meters allowed one Flightline in each end so F4C was flown closest to the main building and the hangar and F4H was flown at the other end with transport provided by the organisers. Some cross wind situations was a bit troublesome for the competitors that had to take-off into the wind due to the lack of ground handling on the model. The organisers had erected a huge canvas hangar to cater for all the models and this hangar was also open to the public to see all the models up close and often also to speak with the modellers themselves.

Model Aircraft processing:

All competitors and models were checked for proper credential and Sporting Licenses. The organisers also collected the competitors declaration form and copied that so both the flight and static judges had the form available. In addition all models were offered to check their weight against the local scales and the 15 Kg limit before flight if the competitors wanted. All models

was checked after the first flight and any models above 14,5 Kg was also checked after the second and third flight.

Organisation:

The organisation was well equipped with people that knew their job and was used to work at international competition, mainly F2 and they found our scale competition to be rather relaxed in comparison. We had no problems in regard to the organisation.

Public Relation:

This was one of the best pre contest advertising we have seen, billboard size posters along all major roads in the town and area around. In addition in all French modelling magazines with full page colour advertisement, also feature interview with local modellers in the daily papers. The press was issued with PRESS ID and given access to all flight line and static.

Judges and Jury:

Initially we had a full set of judges both for F4C and F4H static and flight, but during the last week before the Championship we lost three judges and the reserve due to personal illness or in the close family. We were that faced with a problem regarding the judges for F4C as the static demanded 3 + 3 judges and we only had 4 available.

After some discussion we, the Jury and the organisers, decided that using one set of 3 judges would blow the time table and make us unable to complete in time. We resorted to the rule in the Sporting Code relating to the European Championship and allowing 2 sets of 2 judges for static when there were 40 or less competitors. This was put forward to the Team managers meeting and all nations agreed to follow this route. In the discussion we also brought forward that this should be a proposal from the Scale Subcommittee to the next Plenary in also trying to reduce Championship costs. Looking back on this after the Championship, the 2 + 2 static judges worked very good and we the FAI Jury are all for the change in the static rules to make this a standard.

CIAM Bureau was very well represented in this Championship as the Chief Judge Static F4C was the new Chairman for the Scale Subcommittee and the Jury had both the 1st Vic-President and the 2nd Vice-President of the Bureau as members.

The day before the Championship we had a Judges seminar at a school close by and in addition to making points about how to do the judging in scale, we (Graham Kennedy and Narve Jensen) stressed that this was not a F3A competition were all is about precision , in scale all is about prototypical behaviour. In addition to the rules we also had a discussion about the future of scale and the development of modern techniques against the rule about being the builder of the model (BOM), this part have to be further investigated by the Scale Subcommittee. The seminar also discussed how to make more newcomers getting into Scale Competition and several approaches was mentioned, one was to make a World Cup with a simplified F4H set of rules to get people to enter, and this will be researched.

We had some irregularities in the F4H Judging panel during the first round and after the Jury intervened the judging was good for the reminder of the flights.

The scoring program used was very good and it also allows the analysis of the judges performance to be done from within the program and this is in progress as this report is made. The organisers also told the FAI Jury that this scoring program will be available to the FAI for free to use in further Championships and we feel that the Scale community should be grateful for this offer.

Protests:

The Jury had one Complaint and one Protest relating to the same incident. The Complaint and the Protest was handled by the FAI Jury with interview with both the claimant and the Chief Static Judge F4C. As the reduction in points was done in relation to a Pilot's Declaration Form that was not entirely correct filled out, the Jury considered that the Judges had behaved correctly in according with the rules and decided to reject the protest. After the FAI Jury's decision and the Protest were made public, the Russian team all packed up their models and left the Championship without completing their flights.

Ceremonies and Banquet:

The opening ceremony started with all countries marching in on the tarmac to their own National Anthem, then speeches by the official local authorities persons and then the Jury President declared the Championship for open and the FAI flag was raised to the FAI Anthem being played.

The 10 best in each class flew their last round on Saturday morning and then we had an airshow with a wide variation of models and as the big show stopper, a wonderful airshow by the Patrouille de France.

All the posters and advertising really paid off big, as the spectators at the airshow was more than 5.000 on Saturday. A really very good PR for both aeromodelling and aviation generally.-

This airshow made it much more convenient to delay the prize giving ceremony and the closing of the Championship until just before the Banquet, and the organisers had chosen a magnificent place for this. Namely the courtyard of the Chateau de Duras where the banquet would be.

With all the helpers and competitors present in the courtyard of the Chateau this was a most memorable prize giving and the Championship was declared closed by the Scale Subcommittee Chairman, the FAI Anthem was played and the FAI flag was lowered.

Conclusion:

A very good Championship that the French aeromodellers in the FFAM can be proud about having organised. Friendly people good organised food and accommodation as it should be. FAI owe the FFAM and all its helper a big THANK YOU.

A little downside is the number of competitors, especially from overseas, we really do need to get some kind of international freight deal to increase the possibility to compete in Championships that require travel over the oceans without having to pay these sums that one have to at present.

As discussed during the Judge's seminar, we do need to take a closer look on the Scale Rules to modernise them along the lines from the seminar and the Scale Subcommittee will have its work cut out for them.



Narve Jensen
Jury President



Bruno Delor
Jury member



Agustin Sevilla
Jury member