

Jury Report on the 2002 World Championship
For F4B and F4C Scale Models
Held in Tillsonburg, Ontario, Canada

General

The 17th World Championship for F4B C/L Scale and F4C R/C Scale was organized by the Canadian Modeling Organization (MAAC). The National Scale Chairman, was the Contest Organizer. There was a bit of confusion as to what the title meant, regarding the Contest Organizer and the Contest Director as no Contest Director was appointed. The organizers then decided to make the F4C Flight Line Director the Contest Director. This was a very wise choice, as Jim Eichenberg was well experienced in F3A competition and was a good and efficient organizer.

The Contest site was the Municipal airport of Tillsonburg, Ontario Canada. With Major Irv Horton attending the Championship giving us all a very friendly welcome and he had the airport closed to all others for the duration of the Championship. The initial entry was 60+ competitors in F4C and 20+ competitors in F4B. But as a result from the aftermath of the September 11th attack, most airlines had reduced their capacity and as this Championship was being held in the middle of the high season, there were almost no low fare tickets available. Since most Competitors have brought family in the past for a combination vacation, the airfare then becomes rather expensive and this must surely be at least one of the reasons for the dropout rate and low entry. The final count showed only 15 competitors from 6 nations participating in F4B and 39 competitors from 17 nations in F4C. All together only 19 nations participated in this World Championship, one of the lowest entries in a long time.

The organizers had arranged to assist the competitors in pickup and transport of the model-boxes and people from the Toronto International Airport to the Championship site. This worked very well for the most part without problems. As the models have grown bigger and some competitors still do not build for transport. Some of the boxes are so large, that the airlines only want to accept them as cargo with additional problems and expenses. One of the team's boxes ended up in Montreal, as the airlines cargo planes didn't go to Toronto. This additional transport caused additional problems and expenses.

One other area that caused some heated discussion was the fuel ordered with the entry form, was not available until Sunday. The competitors lost at least one whole day of adjusting engines and practice time.

The main problem before and during the Championship was the lack of information to the competitors and aeroclubs. At the site there was only a bulletin board at the model storage tent to give an idea on what would be going on tomorrow. The initially produced timetable was not correct and could not be used. Since the schedule was made up for 60+ competitors, we had plenty of time in the schedule and decided that we would do the static first for F4C as well as F4B as usual. The main reason was that this was the first official try with two sets of static judges. The two sets of judges for static judging, worked very well and the static part of the competition went even more quickly than anticipated.

There were some initial problems with missing score sheets, but once sorted out the system worked OK. Tabulation also had problems with quality control while compiling scores. Initially there were too many errors in the released scores. This was eventually corrected and the scores released thereafter were correct, even though the release was very slow. The organizers choose to produce the

score sheets on half pages of paper instead of the usual full size sheets. This made the space for writing of scores rather narrow and might have lead to some of the errors in the published scores.

To sum it all up, the organization was lacking in manpower and too much responsibility was put on one man. The closing banquet turned out to be something one would hope to forget as soon as possible.

Pre-Contest Information

The only information sent out by normal letter was the initial offer from MAAC, all other information was only available on the Internet. The offer to the Judges to take part in this Championship was sent by letter. But after the Judges return answer, no further communication was received by any of them. Some of the Judges do not have E-mail and the question for details and CV etc. was not answered by these Judges as they were not aware of the request. Internet is a very good media, but one cannot rely on this alone. One other problem arose from the Internet home page; the format chosen by the Canadians was not the one people were familiar with from earlier Championships. Some of the information about food and transport was hard to find in the usual format. This left a few unanswered questions about what the real expense would be.

Accommodation and Catering

Accommodation was at two Motels of good standard rate, but separated by almost 40 miles, 20 miles on each side of the airport. Transportation of Judges and Jury was left to the Judges and Jury themselves, as the organizer had arranged for 6 SUVs to be at their disposal during the Championship, and this arrangement worked very well. The Competitors mostly supplied their own transportation, those who needed any transportation was transported by mini vans. The Camping alternative was available on the airfield or on a campsite a few miles from the airport, both alternatives were good. The negative part of the accommodation was people did not have the social contact as usual when everyone is place at the same hotel, or close by.

Concerning the meals, breakfast and dinner was available at the motels and the Judges and Jury had vouchers for this from the organizers. Lunch was available at the airport and for the Judges and Jury, their nametag ID worked as the voucher for this.

Judges and Jury

Due to earlier experience, we had asked the organizer to invite two reserve judges to be present at the Championship. This time, as often in the past, their work was needed, as we had one Judge unable to attend at the last minute and one Judge never gave any indication of the reason for not showing up. The competition thus involved 19 judges and jury members from 14 countries, involving 4 continents.

Flying Site

The F4B flying site was done on the tarmac in front of the “tower” and this was one of the better F4B sites we have used. The F4C was flown on the main runway, but as almost always in a World Championship, the wind did not go down the runway as it is supposed to. Even being at the intersection with the taxi way, this still made for marginal runway length for take off and landing, but the competitors managed this problem fairly well.

The contest was blessed with good and almost too warm weather all through the week with just a short afternoon with really adverse weather.

Opening Ceremony

This was held on the tarmac in front of the “tower”. The Mayor of Tillsonburg and the President of MAAC wished the Competitors and their supporters welcome to Canada and Tillsonburg. The ceremony was conducted in the Olympic style with all nations raising their flag to the FAI anthem and then the Canadian national anthem was played. The Subcommittee Chairman was then asked to declare the Championship open.

Model Processing

Registration took place on Friday and Saturday. Model certificates or FAI licenses were not checked, even after the organizers were notified about this requirement several times.

Scales for weighing and noise-checking sonneteers were available for use by anyone who wanted to check his model. Some competitors felt that the weight scales were incorrect in relation to the weight they received at home on certified scales. This was accepted by the organizers, who ordered a recheck of the scales. We then received a visit from the official scale calibration department of Canada and it turned out that the scales were exactly on the spot at 12.000Kg. This then made the tolerance in the weighing system to be only one digit or merely 5 grams. (The official check on noise is made just on models that sound noisy in the air, and the official weight check is made just after the first flight.

Competition

The competition started with the static judging on Sunday and flying started on Monday, which went smoothly all week. Due to the low entry the organizers decided to fly only 20 models a day in F4C to spread the flying over the time available.

Protest

There was one protest in F4B during the Championship, regarding a decision made by the flight judges. The jury upheld this protest and the protest fee was returned.

Closing Ceremony

The organizers had decided that all awards would take place at the Banquet, as all of the Sponsors would be present that evening. Therefore shortly after the last flight, all competitors were assembled at their respective flagpoles and the flags were lowered. The Competition was declared closed by the Sub-committee Chairman. The FAI or Canadian national anthem wasn't played at the field. Later in the evening, the closing banquet was held in downtown Tillsonburg at the Tobacco Growers Union's Warehouse.

During the banquet the medals and trophies of the FAI were awarded to the individual and team winners in F4C. Regarding the individual medallist, there was only one Swiss flag present, but Switzerland took both the Gold and Silver in the individual contest, the organizers should have early on seen the possibility and arranged for one more Swiss flag.

The situation one would like to forget occurred, as the F4B presentation was about to begin. It turned out that the competitors from Russia and the Ukraine had decided that their time would be better spent visiting the Mayor of Toronto rather than taking part in the closing ceremony. They had asked

the organizers to take care of their flags, but somehow the flags were misplaced after the closing ceremony at the airport and were not available at the prize-giving ceremony.

The organizers sent out people to search for the flags, but to no avail. The competitors from Russia and the Ukraine refused to enter the podium without their flags being present. This resulted in a rather chaotic situation and nobody from the organizers managed to get the ceremony together again.

The organizers tried to gain time by giving out the memorial plaques to the rest of the competitors while the search for the flags went on. The flags never appeared and nobody tried to take charge of the ceremony. As people started to leave the banquet, the Chairman of the Scale Sub-committee managed to get hold of the individual and team winners in F4B and present them with their respective medals and trophies. This is definitely not the way to organize a prize giving ceremony and since this was the last part of the Championship, this will be what is remembered from a Championship where the competition itself was run well after some guidance.

Summary

This was in the opinion of the Jury, one of the least well run World Scale Championships. The organizers were friendly, but not all involved had the necessary knowledge to do a good job and some areas were not manned enough to do a proper job. We feel that MAAC is able to do a better job in organizing an international event than what was shown at this Championship.

The FAI Jury

Bob Underwood

Jack Humphreys

Narve L. Jensen