



*Fédération
Aéronautique
Internationale*

Jury Report

of the FAI jury at the
F5B and F5D World Championships

in Lugo di Romagna / Italia
Aug 13-20, 2016

FAI Jury members:

Andras REE – HUN – President
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Contest information

Three bulletins were distributed to NACs in due time and were displayed on the championship website containing all the necessary information needed before the event.

One technical meeting was organized for the team managers, officials and the jury. Additional necessary information was given relating the specialities of the contest area, which was a general aviation sport airfield.

Entry

The final entry was a total of 68 from 15 countries, about 10% less than at the previous world championships in Turnau/AUT. The respective numbers in the two classes were as follows:

F5B – 42 competitors from 14 countries (including 2 junior competitors)

F5D – 24 competitors from 9 countries (including 1 junior competitor).

The FAI license database was used for checking the validity of the licenses. All the NACs had uploaded their license data.

Accommodation and food

Accommodation was organized using different hotel options within a reasonable distance to the flying field and a camping area was available on the flying field for tents and caravans. We had the breakfast and dinner in the hotels, warm lunch and a wide sort of beverages was available from the restaurant at the airport and a buffet. The accommodation and the food at the Hotel Panazza where the jury stayed, was really good. Other contest officials stayed in Lugo and it was also good. There was no complaint concerning any other accommodation.

Flying site

The flying field was the airport Francesco Baracca at Lugo di Romagna about 10 km away from the centre of Lugo, the home town of the championship. Clearly visible signposts showed the way to the flying site.

The positioning possibilities of the F5B and F5D courses were limited because of the given size and orientation of the airport. The two flying sites were separated about enough distance not to disturb each other. Each team had a tent in both classes for preparation for the flights. The daily start of the rounds was delayed comparing to the original program because of the sun position (30 minutes for F5B and 1 hour for F5D).

Competition

The weather conditions were quite stable during all contest days with blue sky nearly all days long. Low or no wind in the mornings, later increased to medium level from NW, N, NE, then turned to E for the afternoon and getting down to low level by the end of the contest flights.

The timekeepers, pylon, base line and safety line judges of the contest were trained during the Lugo Cup event just before the championships. Some of them were replaced during the event.

Registration and model processing took place at a hangar on the airport parallel to the official training of the teams. Each nation got a specific time slot for both activities. The processing was much faster than at previous championships, as now the organizers provided the limiters and loggers. Model processing did consist of checking the markings, weight of the models and batteries. During the event more than 20% of the competitors were processed randomly and in addition the three medal winners.

The usage of the limiter/logger devices provided by the organizer generated some problems, but finally these were resolved during the Lugo Cup pre-contest by the cooperation of the manufacturers and the competitors at a level, that finally we had good championships. Some malfunctioning human mistakes happened resulting re-flights. The devices were given out to the team managers each morning on a semi random basis, and had to be returned to the organizers at the end of the daily contest flights. To summarize the experiences and to give advice for the future, a brain storming meeting was held on the reserve day. The jury intends to prepare a detailed technical report, to be written by FAI jury and EDIC member expert Manfred Lex.

The **F5B** event was led by *Emil Giezendanner* (SUI) as contest director and as deputy by *Urs Schaller* (ITA). The electronic timing and scoring system was provided by the contest director and the logger manufacturer Neu Motors. The basic system was well proven and worked well, and

after solving the initial problems, the first time used additional electronic devices were working at an acceptable level.

A total of 8 rounds were flown on four contest days, two on each day. The level of flying was very high with maximum of 52 laps flown, and only a few flights were below 40 laps at the distance tasks. In the good weather, the duration task was not so sophisticated.

The individual winner was *Johannes Starzinger* (AUT) by only a few point difference from his team mate Karl Waser, whereas the team champion was *Austria*.

The **F5D** event was led by *Tomas Bartovsky* (CZE) as contest director and *Jan Zelenka* (CZE) as starter and flight line director. The electronic timing and scoring system was provided by the Model Club of Olomouc (CZE) and was operated by *Jiri Klein jr.* (CZE). Generally the system was working well, but the human errors in signalling and timing can't be avoided by any of the present systems.

Sixteen rounds were flown on three contest days, four, six and six on the consecutive days. The procedure for running the contest was working smoothly after the initial problems with the loggers were solved. The re-flights were mainly caused by human mistakes. The number of re-flights by rounds was different, from 0 to 6.

The individual winner was *Tomas Andrlík* (CZE) with a minimal difference to his team mates, and the team champion was the *Czech* team. The best heat result was 56.80 sec (55.05 at the Lugo Cup pre-contest).

The level of flying was good in this class as well, but much lesser competitors (7 only) had flights below 60 seconds than two years ago in Turnau (AUT). The performance of the Czech team was unique, having all the individual medals in a difference of only 0.9 second between the three team members after 16 rounds.

Protest

There were one formal protests filed before the event from the reigning champion against the limiter devices provided by the organizers, but he already cancelled his participation some days before the event. The jury has got the protest on the spot after arrival and considered on the same day, the protest was denied. There were some verbal complaints, caused by the lack of knowledge of rules, concerning the signalling at the pylons in F5D and the usage of the provided devices. All were resolved by the contest directors, also verbally.

One verbal complaint against a limiter in F5D related to the energy limit was handled on the first day by re-checking the device, which proved to be accurate, well within the allowed tolerance.

The lack of any further protests was the result of the good work of the contest directors and the good cooperation of them with the FAI jury and the team managers.

Jury

The FAI jury was formed by *Manfred Lex* (AUT), *Lillo Condello* (ITA), and *Andras Ree* (HUN) as president.

Ceremonies

The opening ceremony was organized on the main square of Lugo besides the monument of the local born hero pilot Francesco Baracca. After the greeting by the local authorities the owner of the airport (the great grandson of the hero pilot), the chief organizer and the CIAM president had a short speech and opened the championship. The FAI anthems were played while the FAI flag was raised. After the ceremony the team managers were invited to a buffet in the neighbouring castle.

The prize giving ceremony and the banquet was organized at Bagnacavallo in the restaurant Bocon Divino, a nice and suitable place for such purposes. After the touching words of the organizer, authorities and sponsors, the jury president expressed the thanks of the CIAM and FAI to everyone who contributed and made possible the championships to happen (authorities, organizers contest officials and judges), specially to the chief organizer *Fabrizio Ceccarini*, confirmed by a loud outburst of applause. Then he officially closed the championship, the Italian and FAI anthems were played while the FAI flag was lowered.

The prize giving ceremony was followed by the banquet in very good mood.

Trophies

The jury checked the condition of the individual perpetual trophies, both were back to the organizers in order, the engraving of the two previous winners were done. The handing over of the F5B individual trophy (Puffin Models of Bristol Trophy) was acknowledged by the Austrian team manager Gottfried Schiffer, and the F5D individual trophy (British Electric Flying Association Trophy) by the Czech team manager Jiri Klein, using the standard CIAM form. Team trophies do not exist in these classes.

Others

In general, the championship was running well. There were some delays, the raising needs were handled by the organizers as soon as it was possible.

The general problem of being short in man power (as in all championships) affected this one as well. Supporters and family members were involved to help the organizers.

The airport was a good place for this championship, and it would be suitable for other classes as well (e.g. for helicopter championships). The owner of the airport, Gianni Baracca, the great grandson of Francesco Baracca, has expressed his willingness to host other championships as well in the future.

Conclusions

The 2016 F5 World Championships was a successful event in both classes. Thanks to the airport, the day and night hard working organizers, contest directors, timekeepers, helpers, family members, local ones and from abroad as well. Thanks to them for the work and efforts made for the F5 electric aeromodelling community.

On behalf of the FAI Jury



Andras Ree
President



Manfred Lex
member



Lillo Condello
member