

Jury Report on the 2012 World Championship For F4C Scale Models Held in Santa Cilia, Spain on August 3 – 12, 2012

General

The 22nd World Championship for F4C R/C Scale and an International Scale Competition in the classes F4G & H was organised by the Real Federacion Aeronautica Española (**RFAE**) and the Federacion Aragonesa de Deportes Aereos (**FADA**) at the Santa Cilia Gliding Airport and the town of Jaca situated in the northern region, Aragon, of Spain. We had a rather low turnout of only 37 competitors from 16 countries in F4C, and only 2 countries from outside Europe were present, Argentina and Australia.

In addition we had an International Competition in the classes G & H, which had the following entries; only 7 from 6 nations in F4G and 21 from 11 nations in F4H. The low entry in G was due to the great interest shown in the preliminary entries in both G & H that forced the organisers to schedule a timetable that started the G class three days before World Championship to be able to get enough time to do all the flights.

This resulted in quite a number of pre entry not entering the competition as indicated in the preliminary entries. As Airport and Judges already were set on this timetable and the airline tickets were booked, the organiser decided to keep to the original timetable even with the low final entry in f4G.

The whole contest was blessed with very warm weather up to 42°C on the flight line, some light wind through the week, but flight conditions for the contestants was quite equal during each round. The Santa Cilia Airport was a very good venue and could be used for future Championships in other RC Classes.

Pre-Contest Information

This was actually sent out very early, almost a year earlier than normal, which was appreciated by all concerned as it gave people more time to plan for the Championship and it contained all relevant information and offers on help with local transportation of flight boxes to and from Madrid and Barcelona airports and also the local supply of model fuel. In addition the organisers were also able to supply Jet-A1 for turbine models. Due to the recent reduction in numbers of long haul flights, people from overseas need to get the information much earlier than we have been used to, in order to get reasonable cheap tickets and this was well taken care of by the organisers having all the information available so early.

Accommodation and catering

Accommodation was in the nearby town of Jaca and transportation of Judges and Jury was by means of bus in the morning and evening, this worked well. In addition a minibus was available in case extra transport was needed. The competitors supplied their own transportation. The Camping alternative was on the Airfield and quite a few numbers of Competitors elected to stay there. The campers had access to showers and toilet facilities in the main building and also to the pool that was beside the cafeteria, and the pool was very much appreciated in the hot climate. Concerning the meals, breakfast and dinner was served at the hotel for Judges and Jury and Lunch was served in the cafeteria at the field. Initially the dinner served at the hotel was very poor, but after some complaints to the organisers, the problem was solved.

Judges and Jury

For once almost all the appointed Judges could attend and we also had reserves present, so no problem in this department. Unfortunately one of the Jurors had to be excused as his father got seriously ill, but the organisers had the reserve juror present at the field and he stepped right in and worked through the Championship.

Flying Site

The F4C class was supposed to use the main runway's eastern end and the adjacent taxiway for cross wind, but on inspection we found that the western end was better with the surface being much smoother, so the flight lines were switched with the World Championship in the western end and the International competition in F4H in the eastern end, which worked well. The Spanish Aeroclub is very fortunate to have access to a facility like the Santa Cilia Airport and to be able to use it for a modelling contest; it is very close to perfect with everything within walking distance. The only negative aspect of the area is the lack of possible spectators since the area is rather sparsely populated, but we did have quite a lot of spectator on the opening day at the airfield as the organisers had put on a very good modelling show, and during the competition we had visits from some school classes that enjoyed watching the flying and also admired the models close up in the hangar.

Opening Ceremony

This was held at the Fortress in Jacka town with spectators present. The ceremony was held in the Olympic style with all nations marching in with their national name carried by local children and to conclude the ceremony, the National Anthem of Spain and the FAI hymn was played. Present were the representative of the President of Aragon, of the Chief of the Airforce, the Majors of Jaca and Santa Cilia and the President of the Spanish Aero Club. One of the Spanish competitors took the oath of fair play and the Chairman of the Scale Subcommittee declared the Championship for open.

Model Processing

Registration and checking of models and certificates took place on, Friday Saturday and Sunday all models were checked on the scales and noise-checking equipment was made available for use by anyone who wanted to check his model's noise level. (The official check on noise is made just on models that sound noisy in the air). All models were weight checked after the first round, and random checks were made on all models weighing more than 14,5 Kg at registration during the next two rounds. None were found to be overweight.

Competition

The competition started on Monday with static judging in F4C and the organisation went along very smooth all week. All flying sites were manned with very capable personnel; all knew their job quite well and knew the rules also. The F4C site was as mentioned earlier on western end of the main runway at an intersection to a taxiway, as the runway was only 800 meters, both ends were well within walking distance. and offered good flying conditions, but as a safety feature, when one of the jet models was flying, either on the F4C or the F4H the other flight line took a break as the jets used more airspace than the slower models . The static judgement took place in a separate hangar and had good white background, plenty of space around and additional lighting available.

Incidents

There was one incident that should be mentioned as it has considerable safety implications. A turbine powered F4C model suffered a major structural failure crashing behind the flight line and fortunately, in this case, onto open ground where it erupted into a ball of flame and was completely burnt out. The question to be asked is: *Should there be some form of safety inspection now that we have these high energy models that are built to the absolute weight limit?*

Protests

There were no protests during the Championship, There were two protests in F4G International and both were turned down by the Jury.

Closing ceremony

This took place at a famous monastery up in the mountains close to Jaca and all competitors and supporters were transported by bus to and from. The winners were awarded their FAI medals, official FAI Trophies and trophies from the National Aeroclub and the local authorities. The FAI anthem was played and the Competition was declared closed. This ended a very good Contest and the Spanish Aeroclub and the Aragon Aeromodellers should be very proud of their organisation and performance.

Summary

This was in the opinion of the Jury, a very well organised World Scale Championship. The organisers were friendly and very efficient and worked by the rules all the time. We owe the Aragon Modellers and their helpers a big thank you for a well done Championship.

The FAI Jury

Marius Conu
(sign)

Robin Gowler
(sign)

Narve L. Jensen
(sign)