

## Jury Report on FAI Open International Competitions including World Cups

Competition Name:	Dutch Combat International 2013 (F2D only)	
Venue & date:		
Contest Director:	Jacco de Ridder	
Names, nationality and addresses of FAI Jury members:	<p>1. Ilze van der Vlist - de Ridder Nationality: NL (FAI) Address: Waarderstraat 225, 2729MD Zoetermeer, Holland.</p> <p>2. Pieter Paul van der Meer Nationality: NL Address:</p> <p>3. Susanne Krogh Nationality: DK Address:</p>	
<b>F2A</b> Name & nationality of Senior Judge:		
<b>F2B</b> Name & nationality of Judges:	<p>1.</p> <p>2.</p> <p>3.</p>	
<b>F2C</b> Name & nationality of Panel of Judges:	<p>1.</p> <p>2.</p> <p>3.</p>	
<b>F2D</b> Name & nationality of Panel of Judges & Circle Marshall:	<p>1. Dick Dingler, Nationality: NL</p> <p>2. Henrik Wejlgaard Nielsen, Nationality: DK</p> <p>Circle Marshall: Rob Olijve, Nationality: NL</p>	
Schedule of competition	<p style="text-align: center;"><b>Friday:</b></p> <ul style="list-style-type: none"> <li>- Free training, engines could run from 13:00 until 18:00</li> <li>- Entry</li> </ul> <p style="text-align: center;"><b>Saturday:</b></p> <ul style="list-style-type: none"> <li>- Entry, before 8:45</li> <li>- Draw was done at 8:45</li> <li>- Competition started at 9:30 in stead of 9:00.</li> <li>- Banquet and BBQ afterwards.</li> </ul> <p style="text-align: center;"><b>Sunday:</b></p> <ul style="list-style-type: none"> <li>- Competition day two, started at 11:00 in stead of 10:00</li> <li>- Prize giving</li> </ul>	
Interruptions and delays:	<p>Due to the number of participants being large, 35 pilots, and the administration of the draws for 1st and second round taking longer, competition started at 9:30.</p> <p>Due to heavy rain on sunday morning, the competition was delayed for an hour and started at 11:00. The competition director and circle Marshall made this decision, based on communication with the Dutch weather forecasting agency Meteo Consult. Besides that, it is now much easier to follow the weather</p>	

	<p>progression because of the numerous live radars available on the internet. The delay was communicated to all pilots about half an hour before the original starting time, and agreed upon by all involved.</p> <p>This competition took place after the European Championship, that meant that a little more time was needed on the sunday for fixing up engines and models. But all in all the competition went smooth, mostly thanks to pilots listening to the organization and being on time for their line check. The 'stop at will' rule made all the difference aswell. This meant that the competition could go on much faster.</p>
Weather:	<p>Partly cloudy and partly sunny on saturday, cool for the time of year, about 21 degrees celsius, with medium wind.</p> <p>On sunday heavy rain showers in the morning until about 11:00, it cleared and apart from a few small drops during the day it was cloudy but dry. About 20 degrees celsius, with medium wind.</p>
Local rules or deviations from Sporting Code:	No local rules or deviations from the Sporting Code
Issue of results - with full names, nationalities & FAI Licence numbers:	See the other attached document called "Results DCI 2013".
Incidents or accidents:	<p>No incidents or accidents worth mentioning, other than one fly away where the shut off did not work and the model ended up on the roof of the local canteen. This was because the shut off was severed during the mid air collision. It travelled maybe 25 meters from the outer circle, over the safety nets, and there was not even a scratch on the roof.</p> <p>The "stop at will" rule, might need some more tweaking. Even though it is great for noise control and the improvement of the speed of the contest, we were surprised that a lot of pilots use the rule in a way that seems like unsportsmanlike conduct. This means stopping your engine and landing your model on purpose to prevent the opponent from making another cut. Thus winning on air time. Ofcourse this conduct happened before, without the rule too, by simply crashing the model. But crashing it means a risk of breaking it, and that held pilots back before. With a functioning system to stop as you please, this happens a lot more often.</p> <p>Besides that, there was the issue of pilots just crashing their model on purpose a lot, because they did not trust their stop at will systems yet. Hopefully next season there will be numerous solutions.</p>
Protests:	No protests were made

If required, continue on a separate sheet for any answer.

Send the completed form to the FAI office and, for World Cup competitions, to the World Cup Co-ordinator: Peter Halman, email: wccwef10@ntlworld.com