***Europamesterskap i Ungarn 2018.***

*Mange kritiske røster kom fram i forbindelse med avviklingen
av Verdensmesterskapet og Budapest Cup samme sted og samme arrangør som skal arrangere EM neste år.*

*Jeg har lyst til å liste opp de forskjellige klagene som framkom:*

*Budapest Cup:*

*Innbydelse med 5.min. max i første runde, helt greit, dersom forholdene
hadde vært til stede.
Det var vindstyrke opp i 5-6 sek/m vind. Vinden gikk i helt feil retning
rett mot en stor solsikkeåker- deretter et inngjerdet gartneri på flere titalls mål.*

*Runden ble startet, selv med disse forutsetningene. Alle så at svært mange makset
og fløy både inn i maisåkeren og inn over det inngjerdede garneri-området.*

*På vår pol var det 7 personer som skulle starte på 90 minutter. Alle fikk startet
men ikke alle kom tilbake i tide. 13 deltagere makset, men startet ikke i andre runde, hvorfor det? Liker de ikke å fly modellfly?*

*Nei, det er nok ikke det. Men hjemhentingen ble svært strevsom/vanskelig
og arrangøren og Juryen så ikke muligheten for å legge inn en «break»,
slik alle andre arrangører gjør når det blir vanskelig hjemhenting.*

*Men de kunne ta en break mellom ordinære runder og flyoff, hmmm.*

*Ikke nok med det. Også selve feltet er et reservefelt, da arrangør hadde
kommet på kant med grunneier av A-flyfeltet. Det får ikke lov å skje i et VM.*

*Så B-feltet var et skikkelig B-felt, som beskrevet over. Men ikke nok med det,
i alle de andre retningene slynget det seg en dyp kanal med ureint vann,
noe som gjorde det svært vanskelig å vurdere om du skulle gå over den eller den
brua. For plutselig kunne du oppdage at du ikke skull ha gått over, og da var det
plutselig en ekstra tur på min 1km fram og tilbake.*

*VM:*

*Dårlig adkomst til feltet før VM, grunnet regnvær og dårlig adkomstveg.
Svært mange hadde problemer med dette.*

*Åpnings-sermoni var lagt til et hotel ute på et jorde. Svært enkel sermoni
uten publikum, for så vidt greit, men litt uvanlig.*

*Så til arrangementet under VM, der de i F1B greide å starte 300m foran en
mangde løvtrær i vindretningen. Og dette gikk som alle forstår hel feil.
Mange fikk sine flukter klokket inn under maksen bak trærne.*

*Og de la inn protest, som ble tatt til følge. Og alle som hadde greid maksen
måtte fly på ny, hvorfor ? De hadde jo greid maksen uten å komme så lavt
at trærne skulte modellene, og da er det vel en god maks.*

*Det som er litt å bekymre seg for er at den internasjonale Juryen så dette
og grep ikke inn, selv med henvendelser i forkant.*

*Så til Banketten:*

*Dette skal jo være en premiefest og bankett, der en forventer litt for 50 Euro.
Svært trangt lokale, lite drikke og kanskje de fleste følte de betalte en høg
pris for dette arrangementet. Det ligger jo i et rimelig område av Europa.*

*Jeg for min del sitter nok lenge på gjerdet før jeg melder meg på neste
års Europamesterskap.*

*Jeg hadde gjerne sett at Contest Director og deler av den internasjonale
jury ble skiftet ut.*

*Dette som et signal om at friflukt miljøet i verden ikke aksepterer så dårlige*

*gjennomføringer av WorldCupèr og Verdensmesterskap.*

*Riset bak speilet er at det ikke lenger finnes mange gode felt å fly på.*

*Jo,. Jeg ser den, men dette feltet er ikke av de gode. Og skal vi akseptere
så dårlige forhold bare fordi ikke noen søker om arrangement.*

*Da er det bedre å vente til noen med godt renome`søker.*

*Men til alle mine flyvenner, kom dere ut å fly. Delta på WorldCupèr rundt
om i verden. Det er mange koselige stevner og dyktige arrangører.
Og mange mener også at et arrangement som pågår en hel uke er alt for
tidkrevende og noe unødvendig,*

*Hva blir sjekket under registreringen? Hva gir åpnings-seremonien deg?
Vi greier oss sikkert med et arrangement fra fredag ettermiddag til mandag.*

*Også andre hadde sterke meninger om dette:*

We should work to transfer the spirit of free flight which is a heritage transferred to us by older generations to new generations. In order to achieve this goal, there is a need for refreshment in free flight I believe; fair friends with more energy, spirit, willingness who does not expect tangible benefits should get more responsibilities in the guidance of free flight society before they become too old.

Today, we have internet. Communication and transportation is much easier than ever. We can use internet for discussions and voting. We can meet once per year/two year periods in a central place (e.g. middle Europe) and discuss all the issues freely.

I want to complete my review with the passage from the articles of former free flight volunteers emphasizing the spirit of free flight.

With my respects to all people contributed to free flight.

Ismet Yurtseven

By Bob Hatschek,
What’s Free Flight?
A thrill, a challenge, a puzzle.
It’s other guys like you, the world around, striving for the same graceful beauty of flight.
It’s comradeship across all human barriers. It’s bull sessions through the wee hours.
It’s fierce competition with the highest of sportsmanship.
It’s a battle against nature, her perversity, her law of gravity.
“Free as a bird,” describes God’s most unchained creation. Man’s is a model airplane soaring birdlike in a thermal. You created it. Vicariously you soar with it, with its freedom.
Free Flight is the mist of the dawning’s calm as you test. It’s the noonday sun as your model thrusts for the heavens. It’s the cool drink after a dusty chase.
It’s the piercing scream of a peaking engine, the silence of the glide.
It’s sunburn and poison ivy and weariness to the marrow, made worthwhile.
It’s skill in your fingers. It’s knowledge learned for the knowledge alone.
It’s perfection sought, never attainable. A goal everlasting.
Free Flight is all of these, yet much more! I tell you this, and you may believe. But, you cannot know, unless you know.

By Frank Zaic,
Free Flight
Be it so long ago, none of us can forget the wonder of our first free flight. - Be it only a minute ago, all of us look forward to the next flight.
How clean the mind; how weary the body after a day of thermal hunting. - How much more exciting life can be for us because of Free Flight.
Some would have us believe that the price is not worth Free Flight. Could it be that it takes a special kind of man to do all the things that need to be done before Free Flight can become a reality?

Dear my friends,

As a F1B participant, my personal opinion about 2017 Budapest FF World Cup and 2017 FF WCh

August 5, 2017 – August 13, 2017 Szentes – Hungary

First of all, I congratulate all of the winners. Their victory which was achieved by them in very difficult conditions is very valuable.

**Budapest Cup**

 Closing date for applications was too early (June 1, 2017). After this date, the organizer started to accept the applications with penalty (Entry fee became 50-Euro). This was not fair.

It was a big mistake to organize the whole contest in one day. There were more than 200 competitors on the field. This increased risk of dangerous accidents. In addition, there were 6 fliers in each pole. For this reason, the round durations were 90 minutes. There was one-hour lunch break. After 11:00 o’clock the weather was very hot and dangerous for us. Probably, to reduce the cost and to make it easier, organizer thought to finish everything in one day.

In a windy weather, organizer announced the flying time for the first round as 5 minutes. For most of us, it was the first fly on this field. Many models were on the trees, channel and bog. Some of them were broken. This was a cruel decision.

What was the purpose of organizing a huge competition in one day and in a windy weather opening the first round with 5 minutes max? Maybe killing the people and the models!!!

**2017 FAI Free Flight World Championships**

Opening ceremony

 Opening ceremony was in the garden of small hotel. It was far to Szentes. There was nobody from public. There was not any ceremony show. There was only a one simple banner. The opening ceremony should be in a central part of the town/city or in a historic place, there should be show, there should be posters, banners to advertise the contest to public and to make the contest unforgettable for the fliers. France 2013 is the best example.

Registration and processing

 It was again in the same hotel as opening ceremony. Why it was not in school in Szentes? Giving a plastic ring to carry on the hand for the whole duration of the championships was crazy idea. May be it was because printing badge with photo requires some effort and cost. Probably, giving a plastic ring was the cheapest and easiest way. But it was useless, terrible and unrespectable.

The gift was the cheapest and the simplest one given so far. There was not any characteristic of it for our memories.

Requesting 50-Euro from the spectators was not fair. One of our friends who came to participate in Budapest Cup paid another 50-Euro just to be a spectator of F1A contest. Because of this extra cost, some of our friends who participated in Budapest Cup returned back to Istanbul.

Contest schedule

 Contest days were starting from Wednesday. There was not a regular reserve day. As you know, Friday should be reserve day and Saturday should be used for emergency cases. As a matter of fact, Saturday weather was not good to open a round. If the Friday was like Saturday, F1A contest could not be done!!!

Field

 Field was not good enough to carry on a World Championships. Furthermore, the organizer used it in the worst way. Organizer set the center of the contest (parking, buffet, organization cottages, starting line, etc.) to the 2900 meters north of the main entrance of the field. Just behind of this location, there were high trees and some old barracks. Starting line was just 250 meters in front of the trees. From the starting line, north and north-west directions were not so visible. It was very obvious to lose the models behind the trees and stop time keeping. Organizer tried to use a fixed start line; he did not consider the wind direction. All three days, generally, the wind was from south and south east directions through the trees.

Depending upon the wind direction, organizer should be ready to start the round from at least three different starting places.

Just before the opening ceremony on Sunday, a very strong wind and rain came to the field. Road into the field was blocked. Entrance and test flights were forbidden by the organizer on Monday. Organizer did not show any effort to keep the road into the field open. Participants found an alternate way into the field.

F1B Day

 All the weather forecast sites was showing the wind direction from SSE (south, south-east) which was the direction from starting line directly to the trees, buffet and parking place. I went to the field about 05:45 am. The wind speed was about 3-5 m/s and the forecasted direction was correct. Starting line was very close to the high trees, buffet, car parking, and some very old barracks (about 250 meters). Organizer did not take any action against this situation.

First official round of the contest was opened at 07:00 am. The wind was 5-7 m/s and the direction was through trees. Max time was 4 minutes. Unfortunately, jury only watched this catastrophic situation.

Including me, some people started at the beginning of the round. I did a very clear max. I retrieved the model from almost 2.0 km. far from the starting line.

While I was returning, I heard the announcement of fully cancellation of the round. The jury said the round was totally cancelled and all the fliers would fly again. I disappointed very badly and for me, this catastrophic, crazy, unfair, unacceptable decision was the end of the contest.

I participated in many competitions and I have never seen such a wrong decision. The jury may be given the right of cancellation but in any case it was unfair.

Starting line was moved 400 m. down to south direction afterwards. The new max time was set to 3 minutes and the first round was re-opened at 08:50

I wanted that situation to be recorded in the Jury WCh report. I summarized the incident on a paper and with 50-Euro, I tried to give it to Jury. Jury did not accept and sent me to the contest director. But the contest director was not visible on the field. Around the start line, I did not see him until the end of fifth round. Unfortunately, there was not a contest director from the first round to the fifth round. I don’t know if he was around in the fly-off rounds.

In the second round, Jury member Mr. Wilhelm Kamp was at my pole and waiting me with a chronometer. Why? Was the time keepers not good enough!!! For me, the reason was my attempt to give a protest for the cancellation of the first round results. Clearly, he applied a psychological pressure on me.

In my opinion, F1B day was a total catastrophe and scandal.

Other issues:

 Fly-off rounds were started at 5.00 pm. I think this was too early.

 There was not a separate prize giving and closing ceremony open to public; it was organized in the 50-Euro banquet. The prize giving and the closing ceremony should be in the town/city center or in a special place and should be open to public.

Although the official name of the organizer and the contest director was Mr. Laszlo Patocs, the actual organizer and the contest director of this contest was Anita Gorocs. But, what was her experience in free flight?

Conclusion

 There were bad field, hot and windy weather, penalties, threats, prohibitions, catastrophic mistakes and decisions, but there was no respect to participants.

One big contest was killed by the organizer, contest director and jury all together.

 What a shame!!!

‎**Ismet Yurtseven‎ til Free Flight Aeromodelling**

**20. august ·**

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Dear my friends,

Many thanks for your valuable contributions to my report with the heading of “As a F1B participant, my personal opinion about 2017 Budapest FF World Cup and 2017 FF WCh”.

There are a lot of words to say. I like free flight because I like nature, green fields, blue sky, birds, friendship, fairness, freedom, challenge.

We should work to transfer the spirit of free flight which is a heritage transferred to us by older generations to new generations. In order to achieve this goal, there is a need for refreshment in free flight I believe; fair friends with more energy, spirit, willingness who does not expect tangible benefits should get more responsibilities in the guidance of free flight society before they become too old.

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