

# 23rd World Precision Flying Championships

*Spitzerberg, Austria*

*29<sup>th</sup> July - 5<sup>th</sup> August 2017*

**Intl. Chief Judge's Report – Ralf Grunwald**



***First of all, I would like to say that it was a great honour and pleasure for me to act as International Chief Judge at the 23<sup>rd</sup> World Precision Flying Championships.***

### **General Comments**

I arrived in Spitzerberg on 25th July 2017 and found a highly efficient organisation team with helpful and friendly people.

Championship Director Manfred Kunschitz and Route Planner Paul Szameitat with a team of volunteers had prepared and organised everything concerning this championship perfectly.

There was an excellent atmosphere and camaraderie amongst the participants.

### **Participants**

63 competitors from 15 countries participated in these 23rd World Precision Flying Championships held between 29th July and 5th August 2017 at Spitzerberg Airfield in Austria.

Teams from 12 countries were eligible for the Team Trophy.

### **Accommodation**

All participants, except Team Austria and some helpers, were housed in the Altes Kloster Hotel in Hainburg, app. 7 km away from the airfield. All teams had their own cars provided by the organizing team. Transfer time between accommodation and airfield was approximately 10 minutes. Judges briefing as well as general briefing were held in the event building near the hotel. In the same building we also had the gala dinner on Friday night.

### **Airfield**

Airfield preparation was almost complete. There were a 700-metre grass runway(15/33) and a temporary 600-metre grass runway (16/34) available.

Having two runways, the organizers were able to separate take-offs from landings or, during the training week, landing practice from navigation practice.

The landing strip on grass runway 15/33 was marked for both directions.

All parking positions for the aircraft were clearly marked. The registration and information office was up and running. The restaurant was available for drinks and lunch during the training week.

In the restaurant located in the main building, we held the daily competitors briefings for all the three groups. The same room was also used as separation area and for setting up the lunch buffet.



## Competition Routes

Route Planner Paul Szameitat prepared three training routes and four routes for the navigation flights. Two weeks prior to the competition, Paul provided me with all official routes including enroute and turning point photos, coordinates for all photo and canvas target positions and all instructions to the pilots. This allowed me to check the routes already at my home. In doing so, the [www.flightcontest.de](http://www.flightcontest.de) scoring software was a very helpful tool. At this early stage, it was quite easy to make some small adjustments. Together with the route planner, I also checked the four navigation routes in detail by plane. There were no more changes necessary.

The quality of all routes was at a very high level - adequate for a world championship. Everything was organised according to the Rules and Regulations Precision Flying, 2017 Edition.

After the debriefing, each competitor got the individual result for his/her flight. According to the rules, complaint time started immediately at that time and I was able to handle these complaints directly.

We had good weather conditions during the entire competition week (from 30<sup>th</sup> July to 4<sup>th</sup> August) and almost the same meteorological conditions for all pilots during the landing test and navigation tests 1, 2 and 3. Only the excessive heat was difficult for all of us to handle...

## Landing Test

Sunday, 30<sup>th</sup> July was the Official Landing Practice Day with 2 different landings (1 *Obstacle Landing* and 1 *Idle Landing without Flaps*).

We followed the official time schedule and continued with the landing test the next day. All pilots stuck to the relevant procedures and so we had a smooth sequence. First take-off was at 8:30 am and all 4 different landings were completed by 4 pm. Between Landings 2 and 3 we had a longer break for lunch and just a small break (15 minutes) between the other landings.

Measuring by the German electronic landing system was very precise. Only 2 wires got broken and had to be changed. This happened because of a tail strike landing of an aircraft. The landing measuring system was the primary source for the results. Only for a few landings we used the video equipment to take a final decision. Video recording was by four video cameras (2 on each side) of excellent quality. Three iPad Minis worked in the SLO-MO mode with 120 frames per seconds. It was very easy for me to review the landings as these devices are known to be very user-friendly.

There were acceptable and constant conditions for all competitors.

## Results

There were some complaints made about the landings and about the preliminary results of all the three navigation routes.

We could clarify all these complaints, and only 6 protests were filed with the Jury. Two were accepted and four rejected. Excellent cooperation with the Jury allowed us to publish the final results of the day the same evening. On the last day, we managed to handle complaints and protests before the team managers briefing was held at 6pm. A big thank-you to the scoring team.

### **Deviations/New Rules**

For the first time during a world championship we had to introduce the quarantine before the flight instead of after the flight. This has become necessary because all aircraft equipped with Mode S transponders are now visible on Flightradar24 for example. This situation was well handled by Manfred's organizing team. In order to make sure that we could present the final results the same day, we handed over the individual results to the pilot at the time he/she left the debriefing room. No more need to wait until the team managers briefing in the evening. With my hands-on experience with current rules and regulations, I highly recommend modifying the following rules:

- A.2.2.8 Correct calculation example if the GPS signal is used to check the minimum altitude (AGL)
- A.1 Explanation and handling of the master logger.
- A.1.4 Logger sharing should no longer be necessary.
- A.6 Scoring: All result categories (e.g. Individual, Overall, Landings, Navigation, Team, Best Woman) should be clearly defined including the calculation method and if there is a medal and anthem or only a diploma.
- A.4.11 We should define a normal landing and penalize it if the landing does not comply with this definition. Actually, we have a list of what we declare to be abnormal. This list will never be complete.

### **Conclusion**

In my opinion, this championship was at the highest level of precision flying. It was a challenging but also a great event. All competitors were satisfied and enjoyed their stay at the competition site. This is an important prerequisite for safeguarding the future of competition flying.

Main reason for the success of this event was a perfect organisation as well as excellent cooperation between championship director, route planner, jury, international and local chief judges and all the team managers.



**Ralf Grunwald, Germany**

*Intl. Chief Judge at the 23rd WPFC*

*1<sup>st</sup> September 2017*