

ANNEX 6.2

20th FAI World Precision Flying Championships

Warsaw, 15.11.2011.

Brits, South Africa, 23 - 29 October 2011

President Jury Report

The Jury was nominated by GAC –FAI.

1. Andrzej Osowski from Poland – President of a Jury,
 2. Jiri Dodal from Czech Republic – member of a Jury,
 3. Vagn Jensen from Denmark – member of a Jury.
-
1. Jury Pre-event briefing;
 - a) The Jury members comes to Brits one day before competition and I comes five days before event,
 - b) Accommodation, meals and transportation for them were excellent,
 - c) Jury documentation was checked and included;
 - Sporting Code General Section,
 - Jury Handbook,
 - Competition Rules,
 - Official Entry List
 - Official Competition Map
 2. Pre-event meeting with event Competition Director and Chief Judge;
 - a) Implementation of all Sporting Code dispositions regarding the event;
 - complaints by NAC(s) regarding ENTRY and/or ELIGIBILITY – None,
 - All Sporting Code required personnel available – OK.
 - All FAI medals and certificates available – OK.
 - Respective FAI Trophy available – OK.
 - FAI flags available – OK.
 - FAI anthem available – OK.

General:

- The 20th FAI World Precision Flying Championships took place in Brits, South Africa, at the Airfield Brits.
- Altogether 54 crews from 14 nations took part in the Championships. One competitor from Austria resigned due his safety before event as pilots and participated as Team Manager.
- The Competition was run according to the approved FAI Rules and Regulations for Precision Flying, edition 2011.

Competition Maps:

The area of the Brits district of the north of South Africa was chosen because of its access to a difficult variety of flat to rolling and small hilly contoured land with small villages, single farms, rivers, dry streams and local or main roads.

Maps in scale 1:250.000 for competition were available, produced from special by Department - Rural Development and Land Reform Republic of South Africa for the Championships. The maps were good to navigate on. They had all the necessary features, requested by the Rules and Regulations for Precision Flying.

Transportation:

Transportation was well organised. Most pilots used rent cars. The travelling time from places of the accommodation in Dikhololo to the Brits airfield was approximately 20 minutes. Transport Jury members was good, The Jury have been for disposition own car over all time in the event. It was not problems with transportation between hotel and airfield.

Accommodation and Meals:

Participants were accommodated in self catering timeshare game farm in Dikhololo (about 16 kms from the airfield Brits).

Breakfasts and dinners were served in the main complex in Dikhololo.

The lunches where served at the airfield in the big tent and in the hangar where was arranged isolation area.

Meals were of very good quality and very acceptable. There existed more kinds of meals. At the airfield bar was also possibility to take a many drinks and snacks.

Ceremonies:

The Opening ceremony took place at the airfield . The Honorable Executive Mayor Madibeng Local Municipality represented of the region and other guests of National Aero Club together with President of General Aviation Commission Vagn Jensen were present here. Festive opening ceremony with cultural program, speeches of the guests and South African and FAI anthems was finished by excellent air show and reception with dinner.

The Closing ceremony took place in Dikhololo with very high quality dinner and good atmosphere. There were main part prize-giving individuals and teams results and main prize-giving speeches were completed during that ceremony.

Mr. Vagn Jensen from Denmark, President of the FAI General Aviation Commission, was present here as Jury member and he officially opened and closed Championship.

Airfield Facilities/Registration and Information Office:

All necessary facilities were available and all people of the staff very nice and helpful! There was asphalt runway available. The Registration and Information office made excellent job during the whole time.

International Jury had the own room for meetings and handling the protests and own car for transport. The jury room have been situated in the hangar near the hangar where computer Team worked with debriefing place where worked Chief Judge Paul Szameitat from Austria, Competition Director Antony Russel and Router Planner Frank Eckard. It was all excellent arrangements before competition.

Briefings/Communication:

General Briefing;

During General Briefing Competition Director, Chief Judge explains any necessary questions. General Briefing good prepared by Chief Judge and excellent presented.

All officials were presented.

Most of daily briefings were held in a tent on the airfield.

Team Managers briefing were held in Dikhololo each evening 20.00. o clock.

Communication during the event;

All time during the event the communication between competition management and Jury begun correct. The Chief Judge excellent published time for complaints and procedures for protest. On each daily briefing was explaining this subject.

All documents after finished stage was published as soon as possible. There where very good work by Computer Team Stephen Davies and Mark Regensburg

The preliminary results after stage was ready 5 minutes after debriefed each competitor.

Every National team, Chief Judge and International Jury had own boxes and all given information were placed not only to these boxes, but they were hanged at the Official Information Board placed at the airfield bar.

Training Practice:

Training routes with photographs were available, weather was good – only one day was thunderstorm on the practice day. Landing strip good marked on both side of the runway.

Competition flights, landings:

Three routes (including official navigation route) were chosen to cover the North Weast and South Weast of Brits. Each route was structured to give a very difficult terrain for navigation and very interesting photos and canvas targets on the ground. Photos and ground canvas targets fulfilled the requirements of paragraphs A.2 and B.9.6 of the valid Precision Rules and Regulations.

German landing system was available with experienced staff and very good worked.

Competition landings at Brits Airfield were judged by experienced International Judges staff. Two independent video cameras were used.

International Jury checked all distances and heading of the all prepared navigation routes. Remarks and notes were accepted by Chief Judge Paul Szameitat and Route Planner Frank Eckard and all corrected.

1st Navigation stage:

International Jury received no protest.

2nd Navigation stage:

International Jury received 1 protests about navigation. That protest after check, analysis and discussions was upheld and protest fee was returned to Polish competitor and results corrected.

Landing Day:

International Jury received 5 protests, all for landings – one of them was withdrawn, 4 protests were denied.

Judges:

The International Chief Judge – Mr. Paul Szameitat from Austria – arrived about one week before the start of the competition. He checked all the routes with the Route Planner Frank Eckard and me.

International Chief Judge made some small changes in prepared routes. The

International Jury got all the necessary information, whenever they wanted it and there was a very good and friendly cooperation between the International Jury, the International Chief Judge, the Competition Director Mr. Antony Russell and the other officials. The marshals, judges, escort peoples, ground controllers and de-briefer all became familiar with their jobs and the next days were easy for them. The procedure with complains was good and according to rules and regulations. The results were prepared in time for presentation them to the Team Managers every day evening at 20.00 o'clock,

For this perfect job many thanks to Chief Judge Paul Szameitat.

Deposit:

- a) Event had been conducted correctly and according to the Rules, so the International Jury decided to return the Deposit to the Organizers.
- b) Jury Final Event report Forms, signed by all the International Jury Members was given to Competition Director Mr. Antony Russell immediately after verification of the Championships as valid.
- c) Report of the President of Jury to the FAI Secretary General was sent together with enclosures and results to the FAI Secretariat immediately after the finish of the Championships.
- d) Report by Jury President to the Air Sport Commission was sent together with enclosures and results to immediately after the finish of the Championships.

Finally:

As the President of the Competition Jury I would like to express my congratulation to all the organisers having worked very hard to make this event.

Event was organized and prepared very well, all the staff was very friendly and helpful!!

Event was successful and I have to give my special thanks to my colleagues, International Jury Members, Mr. Vagn JENSEN from Denmark and Mr. Jiri Dodal from Czech Republic, who helped me very much as very experienced persons.

My special thanks are going to;

Mr. Paul Szameitat from Austria as the International Chief Judge,

Mr. Deon van den Berg – Chairman Brits Flying Club,

Mr. Frank Eckard – Route Planner – Chairman SA Power Flying Association,

Local Chief Judge – Jacques Jacobs

Scorers; Mark Regensburg and Stephen Davies,

to all the FAI International Judges

and especially to Mr. Antony Russell – Championships Director, and all his great staff and friends.

Warsaw, 15th November 2011

Andrzej Osowski,

President of the International Jury