

ANNEX 6.1

Report of the Competition Director from the 8th ERFC

The FAI/GAC gave the right to organize the 8th ERFC at our last meeting in Lausanne last November to the Hungarian Aeronautical Organization and to the MALEV Aeroclub.

The preparation work started well before the GAC meeting with preparing of the Official Bid.

The webpage of the championship opened at the end of February. It has contained all the necessary informations and forms. It was continuously updated. Three Bulletins were issued.

The preliminary entries arrived in time, and after the summarization we have realized that there are about 40 crews, who wish to participate the championship. We were very glad to this fact, and continued our work with the expected responsibility and energy.

The competition map was prepared by the Mapping Office of the Ministry of Defense. It was a 1:200 000 scale aeronautical map, with the navigational data base from the 5th of May 2011, so almost absolutely up to date, and very good quality.

The competition hotel was the Ramada Resort. It is a four star hotel, but despite of this fact we have reached an acceptable price for the accomodation. This price was valid for all participants and even for visitors of the competition. The rooms and services of the hotel were excellent, especially the Aquaworld wellnes center. The hotel's stuff was helpful in the organization.

The Final Entries arrived with big differences from the teams. Some teams have forwarded them in time and with accuratly filled Entry Forms, and entry fee transfers, but we had many problems with the late entries, and the changes. The hotel reservation is not so simple, especially if the number of partipants is above one hundred. If somebody make reservation for the extra nights, the price must be included into the entry fee, becouse we had to pay 60 days earlier to the hotel 50 % of the price. After this deadline every cancellation could be accepted only by paying of this price to the hotel. Within 30 days 75 %, but within 3 days the whole amount has to be paid in case of a cancellation or no show.

There were many cancellations and even no shows unfortunately, without any prior notice.

For the training period we have prepared 5 training routes. 3 of them where used at the Hungarian National Rally Flying Championship, which was a pre-event of the ERFC.

For the ERFC we have prepared 4 navigational routes. All the 9 routes were the same quality.

The photos were good quality real photos not colour printed copies.

The airfield was prepared for the Championship. The big hangar served as the social and preparation area, decorated and dustfree, with free WIFI connection. The Competition Office, the rooms for the Jury and Judges, and the Computer Room were separated in the Clubhouse.

The airspace is quite busy around Dunakeszi, it has caused many problems for the competitors.

Fortunately the traffic contollers were tolerant, the airspace violations were not followed by any serious consequences.

The catering service had an international kitchen, with traditional Hungarian meals too. The service was quick, the dishes were enjoyable and the beer is cold.

The registration of the competitors was made by the Competition Office very easily, the ID cards were prepared according to the Entries. The FAI sporting licences of the competitors were checked.

The training period went smoothly, although the weather was exceptionally hot, hitting heat records day by day.

The Opening Briefing was short and effective.

At the Opening Ceremony the teams marched with the band, there were some speaches and a formal FAI opening, followed by an aerobatic show presented by a Hungarian National Champion.

The welcome drink and party gave a good opportunity to the participants to improve their relationships.

The weather for the competition days improved, the temperature dropped to the usual levels, the visibility was excellent, and the wind is weak. The trasportation was organised according to the daily schedule. The Briefings were held according to the rules.

The Hungarian landing measuring system was deployed at the competition airfield and at the intermediate airfield too. It has worked perfectly. There were complaints and protests about landings, some of them due to the procedure not to show the video recordings to the competitors, only in case of protests, but protests about the landing position were denied in almost every case.

The Hungarian scoring software is worked very well too. Due to this efficiency it was possible to hold the team manager's briefing at 5 pm, at the airfield and close the competion day after the clarification and protest periods at 7 pm.

Both the landing and the scoring systems are available for rent for the future FAI rally flying events.

There were some problems with the download of data from different loggers. In my opinion it is the responsibility of the crews to have a downloading software and connection cable for their devices, and to be able to download and clear their loggers.

Cooperation with the Chief Judge:

Mr. Bialek has arrived to Dunakeszi in time. He had the opportunity to check all navigational routes precisely, we made some corrections according to his instructions, but basically he was delighted with the preparations.

During the competition week we had a very good cooperation with him, and our decisions were accepted by the competitors and the jury.

There were three major complaints, concerning more pilots. In one case the flight time to the start point was too short, in the second one the intermediate start gate was very close to the intermediate landing airfield, and in the third case the strong headwind, and the uphill slope at the intermediate landing airfield has resulted in several landing penalties, due to applying power in the landing box. In these cases we have decided to accept these complaints, and cancelled these penalties.

Cooperation with the Jury:

The Jury have received about 10 protests during the championship. The majority of them about the landings. From these protests only one was accepted, the others have been denied.

In my opinion the Jury have made an excellent job.

On the last competition day, we had the official results before 7 pm, so everybody could enjoy the hangar party, in a relaxed and friendly atmosphere.

The closing ceremony have been organized precisely according to the FAI instructions.

The FAI medals, the special prizes were given to the winners, the national anthems have been played accordingly, together with the rising of the national flags.

5 special Hungarian prizes have been given to the winners in different categories.

Mr. Vagn Jensen presented the closing ceremony, he has received the FAI flag to take it to the next FAI event, the Precision Flying World Championship in South Africa, and he closed the 8th European Rally Flying Championship.

The FAI assistance was very effective, we have received the FAI flag and the medals well in time.

Unfortunately we had to pay the VAT, because the price of the medals on the custom declaration have exceeded 100 EUR. I suggest for the FAI not to give any price for the medals in the custom declaration in the future.

The FAI documents about the organization gave to us many useful ideas and help.

According to the Organiser Agreement one week before the Championship we have transferred to the FAI the Deposit (10 Competitor's Entry Fee), and after the closing ceremony all the results.

The FAI nominated Jury has decided that the event was valid. Mr. Dodal informed about this the FAI secretary, but it took more than a month for the FAI to transfer back to us the difference between the Deposit and the FAI Sanction Fee.

Budapest, 9th of November 2011.

Janos Benedek
Former Competition Director