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17th FAI World Precision Flying Championship
21st to 26th July 2006

15th FAI World Rally Flying Championship
26th to 31st July 2006

Troyes, FRANCE

REPORT OF PRESIDENT OF THE INTERNATIONAL JURY

General:

The 17th FAI World Precision Flying Championship and 16th FAI World Rally Flying Championship took place in Troyes, France.

Altogether 159 competitors from 23 nations took part both in the Championships (Precision Flying – 62 pilots from 13 countries, Rally Flying – 65 crews from 17 countries). 33 people competed in the both Championships.

The Competitions were run according to the approved FAI Rules and Regulations for Precision Flying and Rally Flying, edition 2006.

Competition Maps:

Maps in scale 1:250.000 for both competitions were available and they had all the necessary features, requested by B.9.1. of the Rules and Regulations for Precision Flying.

Transportation:

Some problems occurred with transportation – there were not enough busses sometimes and the schedule was not compatible with the competition needs. Some teams had to use their own transport very often.

The pilots needed 20 minutes to reach the airfield from the hotels.

Accommodation and Meals:

The hotels situated in Troyes had good standard.

All meals were excellent. The breakfasts were served in the competitions hotels, the lunches at the airfield and dinners in the nice restaurant near hotels. There was also a bar with drinks and sandwiches available at the airfield.

Ceremonies:

The Opening ceremony for Precision Flying Championship took place at the City Hall of Troyes. The FAI President Mr. Pier Portman, the GAC President Mr. Pedro Cabanero and some officials of French Aeroclub and Troyes City were present. Standard Opening ceremony with speeches of the guests and FAI anthems was finished by reception.

The Closing ceremony for Precision Flying Championship and Opening ceremony for Rally Flying Championship took place at the airfield. The closing ceremony missed the normal procedure:

1. There was no Jury President final announcement.
2. The Chief Judge should present the winners and all the pilots up to the tenth place – he did not. All above were done by the Competition Director but not with such an attention as was expected.
3. The winner's anthems should be play – they were not.
4. In addition half of the trophies were not presented and not handed to the winners this time (they were handed during Rally Championship closing ceremony).

The Opening Ceremony for Rally Championship consisted only the announcement that competition had just started.

The Closing ceremony for Rally Flying Championship took place again at the airfield and the expected procedure was not applied again, however the national anthem of winner's crew was played. There were many local officials present and many speeches were presented but mostly in French language except of the FAI President and GAC President speeches.

Airfield Facilities/Registration and Information Office:

There were two parallel runways available – grass runway and concrete runway. Normally the grass runway was used for competition. The Registration and Information office was placed on the opposite side of the airfield to the competition side. It made some troubles for the competitors but it was not enough place in the competition side to place it. Fortunately, after pilots complains, the information boxes for the teams were moved to the competition side when the championship started. There were only two portable toilets available for competitors on the competition side and there was no possibility to wash hands even. Only the competition staff had good facilities. International Jury had an own car for transportation and the portable container for meetings and handling the protests – it was not very comfortable because of lack of any conditioning system there.

Briefings/Communication:

All Briefings were held in a hangar or in front of it, at the airfield, except the Team Managers briefings, which were held every day in the competition hotel Mercure in Troyes. Every National team, Chief Judge and International Jury had own boxes and there were Official Information Boards in hotels, however some information was not distributed or it was distributed very late.

Unfortunately the Competition Director was not always available, especially when the quick responses were expected. The decisions were made by Chief Judges (Precision and Rally Flying) themselves mostly.

Judges:

The International Chief Judge for Precision Flying – Mr. Heinrich Schawalter from Switherland and The International Chief Judge for Rally Flying – Mr. Heinrich Linkogel from Germany had checked all the routes preparations with the Competition Director Mr. Jean F Schwartz, route planners and computer staff, before the competition started.

There were not enough International and National Judges available for Precision Championship, however Mr. Schawalter had found some volunteers and the championship might play with no disturbance (for example the GAC President Mr. Pedro Cabanero was working as a judge during both championships – precision and rally).

The Swiss landing system was available with experienced staff and new French video system was used to judge the landings in Troyes. The independent video system was used to judge the outgoing landings during Rally Championship.

The results were presented to the Team Managers every day evening at 20.00.

12th FAI PRECISION FLYING CHAMPIONSHIPS

1. Practice:

Training routes with photographs were available, the weather was very good and the landing strip was marked properly.

2. Competition flights and landings:

International Jury made the check flight before every navigation flight to check the targets and pictures positions and only small correction had to be done for a few target positions.

- *The 1st Competition Day:*

It was Sunday and to make the competition more spectacular for public, the landings were flown first.

The landing task was very good organised by Chief Judge – each landing series took only 1 hour, so we had landings in each 60 seconds.

The weather was good but it was decided to play landings with a little tailwind condition. The wind became soon over the acceptable limit, from time to time. In addition the wind conditions for every landing were not checked correctly according to the Rules and Regulations Precision Flying.

Despite of some suggestions to change the landing direction, the first two landings were played with those conditions. The landing direction was changed but for two last landings series only.

It was a very bad decision because after receiving 4 protests, concerned to that situation, the Jury had to cancel the results from first two landing tasks.

It was a reserved day on Wednesday July 26th but the Competition Director decision was not to repeat these two first landings anymore.

- *The 2nd Competition Day:*

The first navigation stage.

The Jury had to deal with one protest only. The wrong figure was put into the scoring software and it had to be corrected.

- *The 3rd Competition Day:*

The second navigation stage.

No problems were observed on the sporting side.

6th FAI RALLY FLYING CHAMPIONSHIPS

1. Practice:

Training routes with photographs were available, the weather was good, the landing strip was marked.

2. Competition flights and landings:

- *The 1st Day – Official Practice Route:*

Due to the bad weather forecast the decision was made not to play the official practice route.

The decision was not very fortunate because the weather was good until the late evening and we lost one competition day.

- *The 2nd Day:*

The Official Practice Route was played.

- *The 3rd Day – The First Competition Route:*

International Jury received no protest. However, there was a mistake in the procedure of using the envelope route instruction. The Chief Judge had to cancel the part of the route, after receiving some complains.

- *The 4th Day – The Second Competition Route:*

International Jury received 3 protests:

Two protests concerning the Prescribe Procedure after touch and go landing at LFFG airfield,
One protest concerning the technique of making one of the photo targets.
All protests were denied.

- *The 5th Day – The Reserved Day:*

The International Chief Judge decision was to play the Third Competition Route, but unfortunately because of the bad weather conditions it had to be stopped after a few takeoffs.

- Because of using the good landing measuring systems and due to a very good work of landing judges Mr. Jiri Dodal and Mr. Reinhard Ruck, there were no protests in that matter.

Notes for Discussion:

Jury has noticed that there is still a problem how to judge the situation when the plane makes a turn just before the Gate or Extended Line – a competitor should get penalty points for missing the Gate and for “circling” or only for missing the Gate?

This problem should be discussed and clarified into the Rules and Regulations Precision and Rally Flying.

Conclusions for both Precision and Rally Flying Championships:

1. Sanction Fee and Protest Fee:

- The fees for denied protests in amount of 300 € were handed to The GAC President Mr. Pedro Cabanero.
- The Sanction Fee in total amount of 6 360 € has to be transferred by the Competition Director to the FAI account.

2. Deposit:

Both Events, from the sporting side, had been conducted correctly and according to the Rules, so the International Jury decided to return the Deposit to the Organisers.

Finally:

Finally my best congratulations and warmest thanks to the friendly and helpful organization stuff and helpers for their great work. I send my warmest thanks to my very competent colleagues in the Jury, Jan Chudy and Ottar Teigland.

Special thanks for the excellent job of Computer Centre, leaded by Mr. Joel Tremblet.

Warsaw, 01.10.2006



Krzysztof Lenartowicz
President of the International Jury