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**18th FAI World Precision Flying Championships**  
*13th to 20th July 2008*

**16th FAI World Rally Flying Championships**  
*20th to 26th July 2008*

**Ried, AUSTRIA**

**REPORT OF PRESIDENT OF THE INTERNATIONAL JURY**

**General:**

The 18th FAI World Precision Flying Championships and 16th FAI World Rally Flying Championships took place in Ried, Austria, at the Airfield Kirchheim.

Altogether 133 competitors from 19 nations took part in both the Championships (Precision Flying – 62 pilots from 13 countries, Rally Flying – 54 crews from 14 countries). 37 people competed in both the Championships.

The Competitions was run according to the approved FAI Rules and Regulations for Precision Flying and FAI Rules and Regulations for Rally Flying, edition 2008, except case, described in part, regarding to 16th FAI World Rally Flying Championships.

**Competition Maps:**

Maps in scale 1:200.000 for both competitions were available, produced especially for the Championships. The maps were good to navigate on. They had all the necessary features, requested by B.9.1. of the Rules and Regulations for Precision Flying. Members of International Juries were informed, the colour copies of the maps were made on the different copy machines. It was reason of some differences between master map and copies, used for both Championships.

**Transportation:**

Transportation was well organised. Every team received rented cars with limited free kilometres and used according to own discretion. The travelling time from places of the accommodation to the airfield was approximately 20 minutes.

**Accommodation and Meals:**

Participants were accommodated in various hotels in the vicinity of Kirchheim (up to 15 kms). All hotels had 4-star standard accommodation.

Breakfasts were served in the competitions hotels, the lunches and dinners at the airfield in the modified hangar - restaurant. Meals were of very good quality and very acceptable. There existed more kinds of meals. At the airfield restaurant was also possibility to take a meal and a bar for drinks and snacks available. Kiosk with drinks and mobile sweetshop were available on the airfield, too.

**Ceremonies:**

The Opening ceremony for Precision Flying Championships took place at the Cultural house in Ried. The Mayors of towns Ried and Kirchheim, representative of the region and President of Austrian National Aero Club together with his Secretary General were present here. Standard Opening ceremony with cultural programme, speeches of the guests and Austrian and FAI anthems was finished by reception.

The Closing ceremony for Precision Flying Championships and Opening ceremony for Rally Flying Championships were common and took place at Kirchheim Airfield. The Mayors of towns Ried and Kirchheim and representative of the region were present here. Both ceremonies ran according to FAI standards and were finished by excellent reception.

The Closing ceremony for Rally Flying Championships took place again at the Kirchheim Airfield with the same standards, as the other ceremonies. Short absence of electricity interrupted for a moment the nice cultural programme and Awarding Ceremony. GAC FAI trophies for Air Rally unfortunately were not officially awarded during the Ceremony.

Mr. Pedro CABANERO from Spain, President of the FAI General Aviation Commission, was present here from 16th July and he officially opened the Rally Flying Championships and closed both Championships. The Precision Flying Championships was officially opened by Mr. Jiri DODAL, Vice-President of the FAI General Aviation Commission.

#### **Airfield Facilities/Registration and Information Office:**

All necessary facilities were available and all people of the staff very nice and helpful! There was concrete 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 cars for transport. Own rooms had both Chief Judges and Computer Centre.

#### **Briefings/Communication:**

All Briefings were held in a hangar on the airfield. 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 hangar for briefings. On Competition hotels were not information boards.

### **18th FAI WORLD PRECISION FLYING CHAMPIONSHIPS**

#### **Training Practice:**

Training routes with photographs were available, weather was very good, landing strip marked. Well organised!

#### **Competition flights, landings:**

International Jury made the check flight before every navigation flight to check the targets and pictures positions.

##### *1st Competition Day:*

International Jury received 3 protests, 2 of them, regarding to Departure Procedure – both protests were upheld, because the corridor of the prescribed departure procedure was only 0,25 NM wide and the route did not have features on the map. It is possible, that the competitors also avoided the towns and villages to the East of the corridor for reasons of noise abatement. One protest for Arrival Procedure was denied.

##### *2nd Competition Day:*

Due to meteorological conditions were landings flown during 2<sup>nd</sup> Competition day. Landings were realised by rounds of all the competitors with one kind of landing, and after the first round must be interrupted. After "meteorological" break was the landing strip re-painted and full landing competition was finished. The German landing system was available with experienced staff. Two independent video cameras were used, placed on the opposite sides of the "zero line". No video camera from the opposite side of the landing strip was available. International Jury received 6 protests - 1 of them were

withdrawn by the protester. Evidence from two video cameras as well as the landing computer were examined and checked with result – 3 protests upheld, 2 denied.

### 3rd Competition Day:

Second stage was flown by all the pilots in sufficient weather, International Jury did not receive any protest.

### Judges:

The International Chief Judge – Mr. Howard COX from United Kingdom – arrived one week before the competition and checked all the routes with the route planner, Mr. Anton TONNINGER sen. 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. Anton TONNINGER sen. and the other officials. Many thanks to all of them!!!

There were enough International and National Judges available. The results were prepared in time for presentation them to the Team Managers every day evening at 20.00 o'clock, thanks to excellent job of Computer Centre, leaded by Mr. Martin HRIVNA from Czech Republic.

### GAC FAI Trophies awarded:

- City of Nottingham Trophy – Mr. Luboš HÁJEK – Czech Republic
- Canada Trophy – Mr. Hans GUTMANN – Austria
- Royal Aero Club of the United Kingdom Sword – Mr. Luboš HÁJEK – Czech Republic
- Ottley Trophy – Czech Republic
- New Zealand Trophy – Czech Republic
- Air BP Challenge Cup – Jiří MACHOVSKÝ – Czech Republic
- Argentina Trophy – Esther RIMENSBERGER – Switzerland
- Masonhall Sportsmanship Award – not awarded (lost)

### 16th FAI WORLD RALLY FLYING CHAMPIONSHIPS

#### Training Practice:

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

#### Competition flights, landings:

German landing system was available with experienced staff in Kirchheim airfield only. Two independent video cameras were used, placed on the opposite sides of the zero line. No video camera from the opposite side of the landing strip was available. In the "touch-and-go airfield" was used one video camera only. International Jury performed the Check flights before competition flights.

As stated above, the colour copies of the maps were made on the different copy machines. It was reason of some differences between master map and copies, used for Championships. If arches were used, the differences were in some places up to 2 mm between master and competition maps. The center points of the arches were not in some cases the exact points on the map, according to A.3.2.6 c) of the valid Rules and Regulations for Air Rally.

International Jury constructed all of the prepared stages according to the instruction, given to the competitors in envelopes. Remarks and notes were mostly accepted by Chief Judge and Route Planner and corrected.

Some photos did not fulfil the requirements of paragraphs A.3.4.5. and B.9.7. of the valid Rules and Regulations for Air Rally.

### *1st Competition Day:*

International Jury received 3 protests - 2 of them were upheld (First - On examination of the master map and the plotting of the arc, the Jury concluded that the construction of the arc was not satisfactory. The centre point was not clearly defined and the curve was not a perfect arc. Second - The landing was performed by first touch in the box C with jump to the box F. Result – 70 points – not out of the strip as officially judged). One protest was denied.

### *2nd Competition Day:*

During competition flights, one crew returned back to Kirchheim airfield and reported bad weather in the northern part of competition area. Competition director used aircraft to check deterioration of weather according to B.8.4. of the valid Rules and Regulations for Air Rally. No International Jury member was invited to accompany this check flight. After this flight, Championships Director Mr. Anton TONNINGER sen. confirmed weather conditions under the minima, given by B.8.5. of the valid Rules and Regulations for Air Rally and cancelled the Competition Day.

### *3rd Competition Day:*

Last Championships day was accompanied by bad weather in the northern part of the competition area again. To fly the second stage, needed for validity of the whole Championships, Competition Director together with Chief Judge and Route Planner decided to cut the northern part of the track and use the rest of the track in sufficient weather conditions only. International Jury noticed, the cut track do not fulfil the requirements, given by valid Rules and Regulations for Air Rally, A.3.1.1. (length 62 NM and 8 legs only).

International Jury was asked by Championships Director, if should be possible to fly the „shorted“ stage and save the Championships. International Jury unanimously decided it will be possible, if anybody from Team Managers of participated teams will not be in opposite. The Team Managers briefing was called immediately by Competition Director for this problem. All the Team Managers agreed with this method of solution. The short stage was flown.

International Jury received no protest this day.

### **Judges:**

The International Chief Judge – Mr. Heinrich LINKOGEL from Germany – arrived unfortunately about two-three days before the start of the competition only. He checked all the routes with the route planner, Mr. Helmut KRATSCHMER and seems, had no time to correct all inaccuracies and offences against the valid Rules and Regulations. International Chief Judge made some 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. Anton TONNINGER sen. and the other officials. Many thanks to all of them!!!

There were enough International and National Judges available. The results were prepared in time for presentation them to the Team Managers every day evening at 20.00 o'clock, thanks to excellent job of Computer Centre, leaded by Mr. Martin HRIVNA from Czech Republic.

### **GAC FAI Trophies awarded:**

- World Rally Champions – Janusz DAROCHA and Zbigniew CHRZASZCZ – Poland
- World Air Rally Team Champions – Poland (not awarded – lost)
- AIR BP Trophy - Janusz DAROCHA and Zbigniew CHRZASZCZ – Poland

## **Conclusions for both FAI World Precision and Rally Flying Championships:**

### **Sanction Fee and Protest Fees:**

Amount of Sanction Fee was calculated by President of International Jury and checked by President of FAI General Aviation Commission. According to decision of GAC FAI, the organisers must pay EUR 40,- for every competitor (pilot, navigator). Competitors, participated in both Championships pay one time only. STARTING LISTS of both Championships contains of 133 names altogether. It means duty for pay EUR 5.320,-. This amount was reported to the FAI Secretariat and respective invoice was issued immediately.

President of International Jury received amount EUR 250,- as the fees for denied protests. This amount was sent to the FAI Secretariat and receipt the money was confirmed by e-mail by Ms. Cosette MAST, FAI Executive Secretary.

### **Deposit:**

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

### **Duties, arisen from Jury Hand Book:**

- a) During the Pre-Event meeting with Championships Director and checking all matters according to the Check List, International Jury investigated, that one of the FAI Trophies for Precision Flying (Masonhall Sportsmanship Award) was not handed over and one of the FAI Trophies for Rally Flying (Word Air Rally Team Champions Trophy) was not handed over, too.
- b) Jury Final Event report Forms, signed by all the International Jury Members was given to Competition Director Mr. Anton TONNINGER sen. immediately after verification of the Championships as valid.
- c) Reports of the President of Jury to the FAI Secretary General were sent together with enclosures and results to the FAI Secretariat immediately after the finish of both Championships.
- d) Reports by Jury President to the Air Sport Commission were sent together with enclosures and results to Mr. Pedro CABANERO immediately after the finish of both Championships.

### **Finally:**

Both Events were organised and prepared very well, all the staff was very friendly and helpful!! Championships were successfully finished and I have to give my special thanks to International Jury Members, Mr. Deon van den BERG from South Africa and Mr. Krzysztof LENARATOWICZ from Poland (Precision Flying) and Mr. Dave PERELSEN from South Africa and Mr. David MAS from Spain (Rally Flying), who helped me very much as very experienced persons. My special thanks are going to Mr. Howard COX and Mr. Heinrich LINKOGEL, as the International Chief Judges and to Mr. Anton TONNINGER – Competition Director and all his enthusiastic staff!!!

Prague, 2nd September 2008

Jiri DODAL  
President of the International Jury