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**12th FAI European Precision Flying Championship**  
*3rd to 8th August 2005*

**6th FAI European Rally Flying Championship**  
*8th to 13th August 2005*

**Dubnica nad Vahom, SLOVAK REPUBLIC**

**REPORT OF PRESIDENT OF THE INTERNATIONAL JURY**

**General:**

The 12th FAI European Precision Flying Championship and 6th FAI European Rally Flying Championships took place in Dubnica nad Vahom, Slovak Republic, at the Airfield Slavnica.

Alltogether 89 competitors from 15 nations took part in both the Championships (Precision Flying – 45 pilots from 11 countries, Rally Flying – 37 crews from 12 countries). 29 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 2005.

**Competition Maps:**

Maps in scale 1:200.000 for both competitions were available, produced especially for the Championships. The maps were easy to navigate on. Except elevation contours they had all the necessary features, requested by B.9.1. of the Rules and Regulations for Precision Flying.

**Transportation:**

Transportation was well organised, small buses and cars were used. Some teams used their own transport. The travelling time from places of the accommodation to the airfield was approximately 30 minutes.

**Accommodation and Meals:**

The Competition Hotels (WILY and BUSINESS CENTRE) were situated in town PUCHOV (about 20 kms from competition Airfield). Some delegations were accomodated according to their wishes firstly in the other places. After some complaints the Competitor Director immediately arranged their moving to the WILY Hotel. Both hotels has 4-star standard accommodation.

The meals (Breakfasts and Dinners) were served in the competitions hotels, the lunches at the airfield in the local restaurant. Meals were of very good quality and very acceptable. There existed the possibility to select and offer a day before from more kinds of meals. At the airfield restaurant was also a bar for drinks and snacks available.

**Ceremonies:**

The Opening ceremony for Precision Flying Championship took place at the local Aero Club hangar at the Slavnica Airfield. Minister of Transport of the Slovak Republic government, the Mayors of town Dubnica and village Slavnica were present here. Standard Opening ceremony with speeches of the guests and Slovak and FAI anthems was finished by reception.

The Closing ceremony for Precision Flying Championship and Opening ceremony for Rally Flying Championship were common and took place at Cultural House in Trencin (about 25 kms from Dubnica). Minister of Defence of the Slovak Republic government, the Mayors of towns Dubnica and Trencin were present here. Both ceremonies ran according to FAI standards and were finished by excellent reception.

The Closing ceremony for Rally Flying Championship took place again at the local Aero Club hangar at the Slavnica Airfield with the same standards, as the other ceremonies.

Mr. Pedro CABANERO from Spain, President of the FAI General Aviation Commission, was present the whole time here and he officially opened and closed both Championships.

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

All necessary facilities were available and all people of the staff very nice and helpful! There were two parallel grass runways available with good surface. 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.

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

All Briefings were held in a hangar on the airfield, except the Team Managers briefings, which were held every day in the competition hotel WILY in Puchov. 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 Boards placed at the airfield and both Competition hotels.

### **12th FAI 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:*

Due to meteorological conditions were landings flown first. The German landing system was available with experienced staff. Two independent video cameras were used, placed on the opposite sides of the landing strip. Unfortunately only one of them was operated by experienced person. International Jury received 11 protests - 3 of them were withdrawn by the protesters 8 of them were upheld.

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

Start of the first stage was postponed due to the meteorological conditions. There were thunderstorms in the afternoon within the competition area. International Jury received 7 protests, all regarding to Out of Limit Weather in Part of Competition Stage – all protest were upheld, part of the competition stage was cancelled.

##### *3rd Competition Day:*

Start of the first stage was postponed due to the meteorological conditions. There were rain showers and thunderstorms within the competition area. International Jury received 7 protests – one of them was upheld and 6 of them were denied. Protest Fee EUR 300,- for FAI received by President of the International Jury.

### **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. Marian SZABO. 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. Jan CHUDY 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 its to the Team Managers every day evening at 20.00 o'clock, thanks to excellent job of Computer Center, leaded by Mr. Martin HRIVNA from Czech Republic.

### **Notes for Discussion:**

#### **1. Landings**

The International Jury received 11 protests, regarding the landings, 8 of them were upheld after the examination of the video record (three were withdrawn by protesters before hearing). It means, that all protested landings were judged incorrectly. It is necessary to say, that many of these landings were very close to abnormal landing, but from one camera only were the sufficient pictures, the other one (from the opposite side) was practicaly unuseable. But some other landings observed were judged clearly incorrect (for instance out of the strip instead minus 18 m, etc).

#### **Recommendations:**

- a) *Change the second sentence of the paragraph B.10.12 of the „Rules and Regulations for Precision Flying“ as follows: „The video crew sholud comprise at least four hand-held video cameras located about 10 metres form both sides of the landing strip and positioned about 20 mettres before and after the „0“ line.“*
- b) *Change the paragraph A.8.4 of the „Rules and Regulations for Precision Flying“ as follows: „The video recordings of landing must be used by Chief Judge and two independent Internationale Judges for checking the results of landings before final judging of the landings. After final judging the video recordings of landing are to be used only by the jury when dealing with protests.“*

#### **2. Changing of the meteorological conditions under Competition Limits**

Due to unstabil weather (rain showers, thunderstorms) during competition days within competition area were presented some protests of groups of the competing pilots. During first navigation stage had the International Jury enough information from ground crews and from indeopendent witnesses (Mr. Andrzej OSOWSKI, who flew together with Competition Director to check the Air Rally routes) about changing the meteorological conditions under Competition Limits in the part of the route. It were reasons for upheld the protests and cancellation of part of the route. During the second navigation stage, maybe the same situation repeated, but any pilot did not used the possibility given by B.9.11 paragraph of the “Rules and regulations for Precision Flying” (nobody reported by radio deteriorating weather to the minima allowed) and two ground crews near the area concerned, reported sufficient weather conditions during all flying period. It was reason to denial all the protests, regarding the weather limits for this competition day. It is necessary to say, that betwenn group of pilots, protesting the bad weather existed some pilots, who flew the whole route without complaint opposite the weather limits.

#### **Recommendations:**

- a) *This is a very good decision, if competitor interrupts his competition flight due to weather under Competition Limits and return back to the airfield, but according to the valid rules this is very bad luck for him, because he is receiving all the maximum penalties for the rest of the route. Especially in the situation, if meteorological conditions within competition area are changing very quickly, so that aircraft available to check deterioration of weather according to the paragraph B.8.6. can, after the reaching of the problematic area, investigate good weather conditions for competition flying. So the valid Rules and Regulations make some pilots to continue their flight under the competition limits, what is indeed oposite the safety and aims of the competitions. There are the reasons for changing the rules and give to the pilot chance to continue in his interrupted competition flight (for instance debriefe him after interruption of*

*the competition flight and give him the possibility to fly the rest of the route later from the point of interruption with new flight plan, etc.).*

- b) It is necessary to instruct all the Chief Judges by International Jury before the start of the competition to investigate all the evidences during handling the complaints and do not move this responsibility to the International Jury.*

3. Absence of the mandatory ground canvas target at the Turn, Start and Finish points (paragraph A.2.2)

During the second navigation route was stolen canvas target at TP 1. The member of ground crew after his return to the TP 1 re-installed the stolen canvas target again, but part of the competitors has no possibility to find it. Unfortunately, in small distance after the TP 1 were situated two Secret Check Points. According to the valid Rules and Regulations the International Jury cancelled the target at TP 1, but protests with request to cancel following SCPs were denied. But it is necessary to say, that competitor, who awaiting the mandatory target at the TP and can not find it, because the target is not existing, is in disadvantage in opposit of the other pilots, who had possibility to find the target. This pilot can be stressed by it and in case of short distance of the following Secret Check Point can be delayed here.

**Recommendations:**

- a) *Add after the fourth sentence of the paragraph A.2.2 of the „Rules and Regulations for Precision Flying“ the sentence: „These Canvas Targets must be guarded by ground crew during the whole time of the competition flights.*
- b) *Add after the last sentence of the paragraph A.1.2.1.2. of the „Rules and Regulations for Precision Flying“ the sentence: „If no mandatory Canvas Target at SP or TP during all competition flights for any reason, all following Secret Check Points within 1,0 NM of this TP must be cancelled“.*

4. Headings, computed by official Computing Programme

The competitors are flying their course from known Point to known Point and headings between these points are on the one leg the same. If on the leg is one or more timed Secret Check Points and these SCP are not exactly on the course, the official Computing Programme, according to explanation of Mr. Martin HRIVNA, is computing individual headings between CPs on the one leg according to measured coordinates, so that on the one leg between individual CPs can exist different computed headings, than is heading for appropriate leg, flown by competitor, what is not correct especially in connection with the backtracking.

**Recommendation:**

*Ask to Mr. HRIVNA to change the official Computing Programme to calculate on the same leg one heading only (heading from TP to the next TP only).*

## **6th FAI RALLY FLYING CHAMPIONSHIPS**

### **Training Practice:**

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

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

With respect to possibility to use one landing electronical measuring equipment only, there were not intermediate landings used and every competition day consists of one landing at Slavnica Airfield only. German landing system was available with experienced staff. Two independent video cameras were used, placed on the opposite sides of the landing strip. Unfortunately only one of them was operated by experienced person. International Jury did not made the Check flights before competition flights.

#### *1st Competition Day:*

International Jury received 6 protests - 3 of them were upheld, 3 of them were denied. Protest Fee EUR 300,- for FAI received by President of the International Jury.

### *2nd Competition Day:*

International Jury received 3 protests, all were denied. Proetst Fee EUR 300,- for FAI received by President of the International Jury.

### *3rd Competition Day:*

International Jury received no protest.

### **Judges:**

The International Chief Judge – Mr. Andrzej OSOWSKI from Poland – arrived about ten days before the competition and checked all the routes with the route planners, Mr. Marian SZABO and Mr. Anton RAJCAN. 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. Jan CHUDY 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 its to the Team Managers every day evening at 20.00 o'clock, thanks to excellent job of Computer Center, leaded by Mr. Martin HRIVNA from Czech Republic.

### **Notes for Discussion:**

#### 1. Landings

The International Jury received 6 protests, regarding the landings, 3 of them were upheld after the examination of the video record, three were denied. Is necessary to say, that paragraph A.3.5.8 of the Rules and Regulations for Rally Flying was aplicated for all landings, although should be valid for tail wheel aircraft and for touch and go landing only. Differencies between Precision Flying and Rally Flying landing rules seems to be problem not only for judges, but for competitors, too.

#### **Recommendations:**

- a) *Change the paragraph A.3.5.8 of the „Rules and Regulations for Rally Flying“ as follows: „If not all wheels of the tail whell aircraft during touch and go landing are on the ground within the landing box, the landing will be judged „Landing out of landing box.“*
- b) *Change the paragraph B.10.11 of the „Rules and Regulations for Rally Flying“ as follows: Delete words in second sentence: „If no electronic landing measuring system is used“.*
- c) *Uniform the paragraph A.3.5.11 of the „Rules and Regulations for Rally Flying“ with the paragraph A.3.10 of the „Rules and Regulations for Precision Flying“.*

#### 2. Envelopes

After official trainig was discussed paragraph A.3.2.6 d) of the „Rules and Regulations for Rally Flying“. During all flights were presented envelopes with three additional plotting points. Some crews protested, that must construct additionally more, than two legs. In view the fact, that two legs must be given by three points, the additional plotting instruction were not in opposite the rules.

#### **Recommendation:**

*Precise the paragraph A.3.2.6.d) by maximum number of points, no by maximum number of legs.*

#### 3. No reaching the TP and circling in connection with this fact

International Jury received the protests, regarding the circling, if competition aircraft never crossed the Gate or Extended Line of the TP and continue to the next TP. If the angle between inbound and outbound track is more, than 90°, according the valid rules must be considered this case as backtracking (circling) and protests were denied.

In this case, the competitor is penalised twice for one mistake. He is penalised for no overflying the turn point and for circling. Especially in cases of short distances before TP it is very hard penalty.

#### **Recommendation:**

*Add the paragraph A.3.1.9 to the „Rules and Regulations for Rally Flying as follows:*

*A.3.1.9. If competing aircraft will make the turn within 100 m before the crossing the gate or extended line of any TP and will continue to the next TP, will not considered as backtracking (circling).*

### **Conclusions for both 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 paid EUR 40,- for every competitor (pilot, navigator). For the competitors, participated in both Championships was paid one time only. STARTING LISTS of both Championships contains of 89 names altogether. It means duty for pay EUR 3.560,-. This amount was given to the President of International Jury hands.

President of International Jury received amount EUR 900,- as the fees for denied protests.

Total amount of 4.460 EUR was transferred by President of International Jury (Aero Club of Czech Republic) according to the instruction of FAI Secretary General, Mr. Max BISHOP, to FAI account on 25th August 2005.

#### **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 Rally Flying (Slovakia Trophy) is not complete. By last winner – Czech Republic Team – was returned the Glass Cup only, without transport packing with names of winners.
- b) Jury Final Event report Forms, signed by all the International Jury Members was in original given to Competition Director Mr. Jan CHUDY 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 Mr. Max BISHOP 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 success and I have to give my special thanks to International Jury Members, Mr. Vagn JENSEN from Denmark and Mr. Krzysztof LENARATOWICZ from Poland, who helped me very much as the more experienced persons. My special thanks are going to Mr. Howard COX and Mr. Andrzej OSOWSKI, as the International Chief Judges and to Mr. Jan CHUDY – Competition Director and all his enthusiastic staff!!! Many thanks to Mr. Stefan VITTEK, president of Air Sympatia Trenčín Company for nice excursion for whole International Jury.

Prague, 20th September 2005

Jiri DODAL  
President of the International Jury