

Jiri DODAL

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CZECH REPUBLIC

22nd FAI World Precision Flying Championships
19th to 25th July 2015

Skive, DENMARK

REPORT OF PRESIDENT OF THE INTERNATIONAL JURY

General:

The 22nd FAI World Precision Flying Championships took place in Skive, Denmark by Royal Danish Aero Club in cooperation with DMU Sport and Skive Flying Club.

Altogether 74 pilots from 19 FAI member countries took part in Championships.

The Competition run according to the approved FAI Rules and Regulations for Precision Flying, edition 2015.

Competition Maps:

Maps in scale 1:200.000 were available, produced especially for the Championships. The maps were good to navigate on.

Transportation:

Transportation was well organised. The travelling time from places of the accommodation to the airfield was approximately 15 minutes.

Accommodation and Meals:

Participants were accommodated in Hotels Strandtangen in Skive (about 7 kms from Airfield) and Gl. Skivehus (about 6 kms from Airfield). Hotels have 4-star standard accommodation.

Breakfasts and dinners were served in the competition hotels with large scale of excellent quality meals and drinks, the lunches at the airfield in the Airort building. Meals were of very good quality and very acceptable. There existed two kinds of meals to select.

Ceremonies:

Opening Ceremony took place at manor about 15 min walk from Hotel Strandtangen with standard programme points according to FAI procedures for Opening Ceremony. President of the Royal Danish Aero Club Mr. Hjalmar NIELSEN and Mayor of Skive Mr. Peter Christian KIRKEGAARD were present and presented their welcome speeches to participants together with Mr. Allan HANSEN, Competition Director.

Closing ceremony took place at Hotel Strandtangen and continued by dinner party here.

Standard Opening and Closing ceremony with speeches of the guests (Mayor of Skive and President of Royal Danish Aero Club, Mr. Pedro CABANERO – GAC FAI President of Honour and Jean-Pierre DELMAS – GAC FAI President) and Danish and FAI anthems were played.

Mr. Pedro CABANERO from Spain, GAC FAI President of Honour, officially opened the Championships

Mr. Jean-Pierre DELMAS from France, President of the FAI General Aviation Commission, was present here and he officially closed the Championships.

Airfield Facilities/Registration and Information Office:

All necessary facilities were available and all people of the staff very nice and helpful! Only one remark to staffing and airfield facility. Qualified aircraft engineer was not readily available on the airfield what was discomfort when some aircraft had technical problems. Airfield has concrete and grass runways 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.

Briefings/Communication:

All Briefings were held in a big tent 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 in the Airfield building, where lunches were served, too.

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 Skive airfield as the official device for landings and to help to judges. Official results were taken by judges and two independent video cameras were used, placed on the opposite sides of the zero line. International Jury performed the Check flights before competition flights.

International Jury received envelopes and master maps just before flights and have not time enough to check all (number of canvas targets and route photos or number of secret check points). Remarks and notes, if any, were mostly accepted by Chief Judge and Route Planner and corrected.

Training practice

Due to dangerous landing of Mr. Toni FARRE from Spain during Landing Practice on Sunday, 19th July 2015, Jury together with Competition Director interrupted for a short time the practice. Pilot received Strong Warning and was informed, his any next violation will result in his disqualification from the event. This International Jury Decision was placed to the Official Information Board.

1st Competition Day:

1st Navigation Route was flown on Monday, 20th July 2015. International Jury received no protest.

2nd Competition Day:

2nd Navigation Route was flown on Tuesday, 21st July 2015. International Jury received one protest for the Crossing of the Secret point, marked on the master map as SC 13. Intersection angle was checked from Master Map and found as correct according to the Rules. Protest was denied.

3rd Competition Day

Landing competition was flown on Wednesday, 22nd July 2015. Due to dangerous landings of Ms Anna ZHURAVLEVA from Russia during practice and landing competition Jury together with Competition Director interrupted for a short time the practice. Pilot received Strong Warning and was informed, her any next violation will result in her disqualification from the event. This International Jury Decision was placed to the Official Information Board.

International Jury received 5 protests, all for Obstacle Landing (No. 4) results. Landings were checked from video and EMS evidence. One protest was upheld, two of them were denied and two were withdrawn by protesters before hearing.

4th Competition Day

3rd Navigation Route was flown on Monday, 20th July 2015. International Jury received no protest.

Judges:

The International Chief Judge – Mr. Andrzej OSOWSKI from Poland – arrived about one week before the start of the competition. He checked all the routes with the route planner, Mr. Arne PANDURO. There was a very good and friendly cooperation between the International Jury, the International Chief Judge and his assistant – Mr. Ralf GRÜNWARD from Germany, the Competition Director Mr. Allan HANSEN, his deputy Mr. Vagn JENSEN, Mr. Martin HRIVNA – Chief Scorer 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 all judges and Computer Centre, leaded by Mr. Martin HRIVNA from Czech Republic, who used his programme for results computing.

GAC FAI Trophies awarded:

- 2015 FAI World Precision Flying Champion– Mr. Damien VADON - France
- 2015 FAI World Precision Flying Team Champions – Poland
- 2015 FAI World Precision Flying Navigation Trophy – Mr. Marcin SKALIK - Poland
- 2015 FAI World Precision Flying Individual landing trophy – Mr. Mauri HALINEN - Finland
- 2015 FAI World Precision Flying Team landing trophy – Czech Republic
- 2015 FAI World Precision Flying Best Woman trophy – Mrs. Esther RIMENSBERGER – Switzerland
- 2015 FAI World Precision Flying Best Low Experience Pilot trophy – Mr. Marcin SKALIK - Poland

Conclusions:

Sanction Fee and Protest Fees:

Amount of Sanction Fee was calculated by President of International Jury. According to decision of GAC FAI, the organisers paid EUR 40,- for every competitor. With reference to the fact, altogether 74 pilots participated, it means duty for pay EUR 2.960,-. This amount was paid to the GAC FAI account during the Championships.

President of International Jury received amount EUR 150,- as the fees for denied protests. This amount will be handed to the FAI Secretariat during FAI General Aviation Commission Meeting 2015 in Ponta Delgada (Portugal).

Deposit:

Event 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) Jury Final Event report Form, signed by all the International Jury Members was given to Competition Director Mr. Allan HANSEN immediately after verification of the Championships as valid.
- b) 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.
- c) Report by Jury President to the Air Sport Commission was sent together with enclosures and results to Mr. Jean-Pierre DELMAS immediately after the finish of the Championships.

Recommendations:

In the ruling jury made at the protest the judges considered the three-pointed landing after the small bounce as abnormal, however jury could find no clear indication of this in the rules. The rules only refer to one or both of the main wheels leaving the ground with the nosewheel on the ground. Clearer descriptions would be valuable.

Members of the International Jury of the event (in alphabetical order) Mr. Jiri DODAL, Mr. Peter GRIST and Mr. Deon van den BERG are giving the next recommendations to the GAC FAI Plenary and Sub-commission for Precision Flying:

1. Rules and regulations

A.4.11 Abnormal landings in all four types of landing

add point:

- i) Landing is considered as finished, when all wheels moves on the ground without bouncing. Any abnormal configurations (see a) to h)) after any bounce must be considered as abnormal landing.

A.6. SCORING

add:

A.6.3 Winner of the Navigation trophy is the pilot with lowest number of penalties for flight planning and navigation.

and re-number

A.6.4 – old A.6.3

A.6.5 – old A.6.4

A.9.4

Change text of the paragraph:

The video recordings of **all** landings **must** be used by Chief Judge and two independent International Judges for checking **all** results of landings before final judging of the landings. After final judging, the video recordings of landings can be used **for complaints and may be shown/given to the pilot/team manager. After this procedure will be video recordings of landings used by jury when dealing with protests only.**

Final remark:

After expiration of all complaints and protests times, 35 minutes before start of the official Closing Ceremony and declaration of final results I, as President of the International Jury, received list from Mr. Lukasz PAWLAK, Team Manager of Poland – see enclosure. I did not answered for it. This list was shortly discussed by International Jury. Surely the Chief Judge should check the number of timed checkpoints before each navigation test starts. It is vital that this is noticed and changed if necessary before the first competitor takes off. The Jury are only informed of the turning points, targets and photos and are not informed of the secret timing points or their quantity so it is impossible for jury to judge.

Finally:

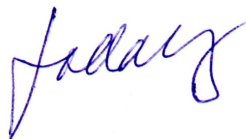
Event was organised and prepared very well, all the staff was very friendly and helpful!! Championships was successful and I have to give my special thanks to International Jury Members, Mr. Peter GRIST from Great Britain and Mr. Deon van den BERG from South Africa, who helped me very much as very experienced persons.

My special thanks are going to Mr. Andrzej OSOWSKI from Poland, who served as the International Chief Judge and his assistant Mr. Ralf GRÜNWARD from Germany.

My big thanks must go to Mr. Allan HANSEN – Competition Director, Mr. Vagn JENSEN – Deputy Competition Director, Mr. Arne PANDURO - Route Planner, Mr. Martin HRIVNA - Chief of the Computing Centre and all their enthusiastic staff!!!

Prague, 24th August 2015

Jiri DODAL
President of the International Jury

A handwritten signature in blue ink, appearing to read 'Jiri Dodal', with a stylized, cursive script.

Enclosure:

Skive 24.07.2015

Łukasz Pawlak
Polish National Flying
Team Manager

Mr Allan Hansen
Competition Director of
22 WPFC Skive 2015
and
Mr Jiri Dodal
President of the Jury at
22 WPFC Skive 2015

I would like to inform that serious deviation from FAI sporting code was noticed in last navigation competition „RED route” of 22th WPFC. According point B 9.4 „All Checkpoints have to be finally established before competition starts”. All competitors flying in first group received after flight preliminary results with 27 time checkpoints + T/O and LDG times (which is against regulation point A 2.2.3 „There shall be 12 to 25 timed checkpoints, including take off, start point and finish point”) . On preliminary results given later there was only 24 time checkpoints + T/O and LDG time. Modification was made after the competition starts and in my opinion it distorted final results of championships. I kindly ask You for official explanation of this situation before final results.

Best Regards



RECEIVED 24/7/2015

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