



Report on the  
**24<sup>th</sup> FAI World Precision Flying  
Championships**  
Castellon, Spain  
From the 10<sup>th</sup> to the 16<sup>th</sup> June 2019

From the  
International Chief Judge  
Hans Schwebel  
South Africa

## **General Comments**

I arrived in Castellon on the 4<sup>th</sup> June 2019 one week before the Championship as per the rules and regulations.

The Championship Director Juan Ramon Alvarez Caramazana and his deputy Pedro Cabanero, the route planner, Jesus Mas Menargues, the Local Chief Judge, Alberto Diaz de la Quinatana arrived on the 6<sup>th</sup> June. Preparation and organization started on Thursday

## **Participants**

52 competitors from 13 countries participated in the 24<sup>th</sup> FAI World Precision Flying Championship held between 10<sup>th</sup> and 16<sup>th</sup> June 2019 at Castellon Airfield, Spain. Teams from 13 countries were eligible for the Team Trophy.

One competitor from Russia received his validation too late but was allowed to fly the competition without results.

## **Accommodation**

Most of the participants stayed in the Hotel de Golf Playa and the rest were in surrounding hotels near the airfield. All bookings were done privately

Intern. Chief judge stayed at the Hotel de Golf Playa.

The airfield was within walking distance and therefore no transport was needed.

## **Airfield**

Airfield preparation was running and organized by local chief judge Alberto Diaz.

There was one concrete runway 18/36 and the cross-grass runway was used as taxiway. Also, a parallel grass strip next to the concrete runway was used as a taxiway. The marking for the landing competition was completed in the morning of the official practice landing day.

All parking positions for the aircrafts were clearly marked. The Registration /information office was in operation from Saturday 8<sup>th</sup> June and handled by Deputy Comp. Director Pedro Cabanero.

The General Briefing took place in the main hangar.

There were 9 International Judges, 21 local judges and helpers. Judges briefing was in the planning room and the team briefing at the airfield, as well at the Hotel Golf de Playa. Daily crew briefing took place outside the planning room. All briefing started on time.

Separation area was outside in the front of the tower;

Food and drinks were available.

### **Competition Routes**

Route planner Jesus Mas Menargues prepared 3 training routes and three routes for the navigation flights. The training routes were available 4 days before the start of the competition. Two weeks prior to the competition, Jesus Maas provided me with the 3 competition routes for checking. Small changes were required in the prepared routes. Maps for the competition were in scale 1:200000.

All routes were checked before the first take-off every day by the Jury.

Thanks to Andrzej Osowski, from Poland who was invited by the organisers. He arranged with local chief judge the ground markers and handled the wind measuring equipment at the landings.

The starting lists and envelopes were prepared by the championship Director Juan Ranon, and the scoring Manager Martin Hrivna from CZE.

## **Landing Test**

The official landing practice was Nr 3 and Nr.4 landing.

All landings were done according to the rules.

The competition landings were done with the 4 landings as per the Rules and Regulations. We had 208 landings. 13 landings were handed over to the Jury for protests.

Without the German landing system, we managed with 8 Video cameras to get fair results.

## **Navigation Competition**

Due to bad weather on the 1<sup>st</sup> day it was decided to cancel the flights.

The 2<sup>nd</sup> and 3<sup>rd</sup> day the weather was very good for the navigation.

On the 2<sup>nd</sup> day I received 7 complaints. The complaints were resolved by the championship director Juan Ramon and myself.

On the 3<sup>rd</sup> day 3 complaints were received. 2 complaints were resolved by championship director and myself. One complaint was directed to the Jury. Later, the protester withdrew the protest.

Only two navigation days and the landings were scored.

## **Opening and closing Ceremony**

The opening and closing ceremony, as well as the prize giving for the 24th FAI World Precision Flying Championship were held at the Castellon airfield and were carried out by the FAI/GAC President Rodney Blois.

## **Conclusion**

Due to the fact that there were not enough aircraft available, we were forced to have 4 groups throughout the competition. This was an exceptional situation and made the running of the event difficult, with a lot of extra time and hard work for the organisers.

*I recommend and it should be noted, that not more than 3 groups and a maximum of 2 pilots per aircraft be allowed*

Another big problem was that there was no fuel available between 14-16h00. This made it very difficult to manage the time slots. It must be noted that there were parachuting activities at the airfield, at the same time as the competition was taking place. *(This should not be allowed during the world championship rules B.1.7/8.)*

## **Finally**

This 24<sup>th</sup> FAI World Precision Flying Championship was a challenging and difficult event. Thank you to the pilots for understanding and safe flying.

I would like to thank the organizers under the leadership of the Championship Director Juan Ramon and the Deputy

Comp. Director Pedro Cabanero for the good co-operation to make the competition a success. Thanks also to the route planner Jesus Mas, local chief judge Alberto Diaz, Scoring manager Martin Hrivan, CZE (results always in time) for all their hard work.

Thanks to the President of the Jury Jiri Dodal,( CZE) and his members Jan Jensen,( DEN) and Jan Chudy, (SKV) for their help and advice .

To all local and intern. judges and all the team managers and un-named helpers, a big thank you for their excellent co-operation and input.

It was an honour for me to serve you as your Intern. Chief Judge for this event.

**Hans Schwebel**, South Africa

Intl.Chief Judge at the 24rd FAI WPFC 2019

20.06 2019