

Subcommittee report, Precision Flying

Changes in rules prior to the annual meeting:

Grammar and spelling, formatting, indexing etc.

Specially thanks to Frank Ecard from S.A. for his review and corrections.

The committee members had the rules by mail by mail for review, so we did not use much time at the committee meeting yesterday on this subject.

Changes in rules:

Proposals from Poland and South Africa ended up with the following changes:

A.2.2 NAVIGATION TESTS

A.2.2.7 The start, turn and finish points must be well-defined features, both on the map and on the ground and must be placed not less than 3 NM from the edge of the competition map.

B.9 NAVIGATION AND SPECIAL OBSERVATION TEST

B.9.4 The route planner must consider the following points:

- Positions of SP, TPs, FP and SCs must be determined verified by Google Earth or similar programs on the ground, using two independent GPS, working on WGS 84.
- Each SC must be a well-defined feature (if this feature consists of a line, this line should cross the track at an angle of about 90°, but not less than 60°) on the map, position of SCs should be measured on the Competition map in the following way: First, measure the total length of the leg; Second, for each SC on this leg, measure the distance from the TP origin of the relevant leg.

B.9.10 On return from the competition, the competitor will be taken to a security area. The competitor will be debriefed by members of the competition management who will examine his map. At this time the competitor may indicate all the targets he has seen and describe any feature in order to reduce the number of "complaints". Scoring will then take place. He will remain in the security area until the last competitor has entered the flight planning room. He must be further warned that any attempt whatsoever to communicate with anybody outside the security area following the completion of his navigation exercise or approaching the flight planning room, the apron or any competition aircraft prior to the time the last competitor has taken off on his navigational test, will result in his disqualification. Security area can be arranged by the organizer, so that pilots will be quantined before their flight. In that case the quarantine period will begin when the first competitor leaves the flight planning room.

B.10.17 An electronic recording system previously approved by **GAC C.I.A.G.** must be used. It must be in conjunction with visual judging. Only in the event of failure of the electronic recording system will visual judging will be used for that group .

B.13 RESULTS

B.13.1 A master map showing the route with coordinates of turn points, targets and photographs must be published after debriefing of the last competitor. (This information may be also be published by electronic devices).

~~An envelope, containing all the materials given to the pilots for a navigation practice, with coordinates of all points (SP, TPs, SCPs, FP), must be given to each team manager as soon the last competitor has been debriefed.~~

C. LOCAL REGULATIONS

C 6. ENTRY FEE

C 6.1 The entry fee for each category is set out below:

- a) for the aircraft: NONE
- b) for each Pilot ~~(and Co-Pilot (Navigator))~~
- c) for each additional Member of the team (team manager, engineers, etc.)
- d) for international judges and judge observers: 50% of b)

Beside this we also discussed that it should be possible to make rules in both Rally- and Precision flying more equal in some and more paragraphs than now.

Our rules could then be re-arranged in a way, so that some sections will be the same.

Frank Ecard had already listed some items that easily could be similar in both sports.

Frank told me, that he would like to help with this work. But I know this will be a big job to, and this should of course also at least involve a person more to look at the Rally rules and coordinate with Frank as well.

Dangerous flying

Another item we discussed was dangerous flying.

At the last time in Skive we saw a very dangerous landing and this was not the first time we had a situation like this. We were discussing if we should add some extra penalties for dangerous flying and other things concerning flying safety. But at the end we did not add any changes to the rules. According the rules its already possible to disqualify a competitor who perform unsafe flying. It's not a rule that has been used very often, we could only remember one time this has happened before.

But we agreed that we will do something about this: At the next World Championship in Austria we decided to show the video from Skive and explain that unsafe flying is nothing we want to see and disqualification is a possibility.

Use of electronic equipment in Precision Flying Competitions

1. Leave Rules as they are

- Sealing aircraft equipment will be more difficult.
- Smartphones (smaller and easy to hide)
- Problems finding enough aircrafts as C150, C152 etc. for international competitions

2. Allow electronic equipment

- The aims for precision flying competitions may disappear.
- Telephone / smartphones allowed (emergency)
- Appeal to new pilots who is flying in new aircrafts as ultra-lights etc.
- Make other things more difficult?
- Rules:

A2.1.6	Electronic equipment
A2.2.3	More timing gates / legs?
A2.2.12	Gate with smaller?
A2.2.18	Sealing of equipment
A3.2	More photo targets, canvas
A10.1.x	More penalties for timing etc.

Manfred Kunshitz made some examples of changes we could see in the future:

Calculate the area in e.g. SQUAREFEET and penalize per full 10 or 100 or 1000 ...

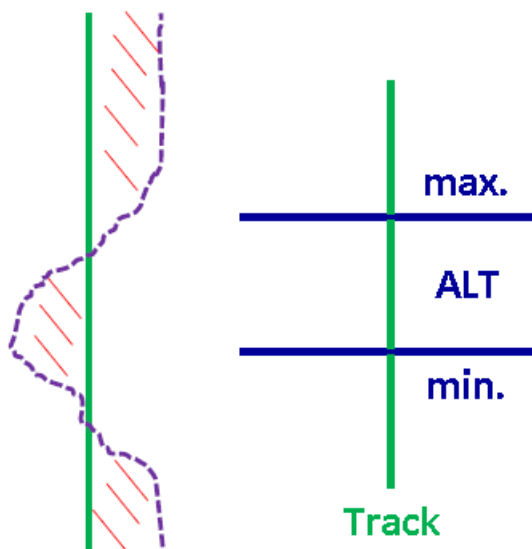
-A- ... deviation from the track, but limiting to a

max. number of penalties

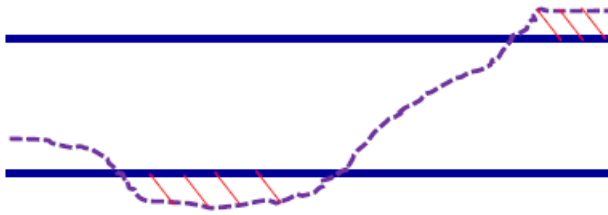
for each leg.

(similar to today's

not observed)



-B- ... having been outside the altitude band.

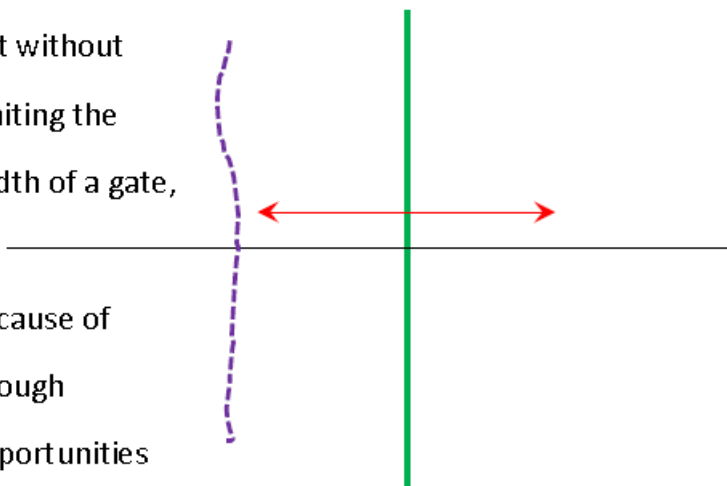


Timing at SP, CP, FP + SC ...

-C- ... shall be at all defined points,

but without
limiting the
width of a gate,

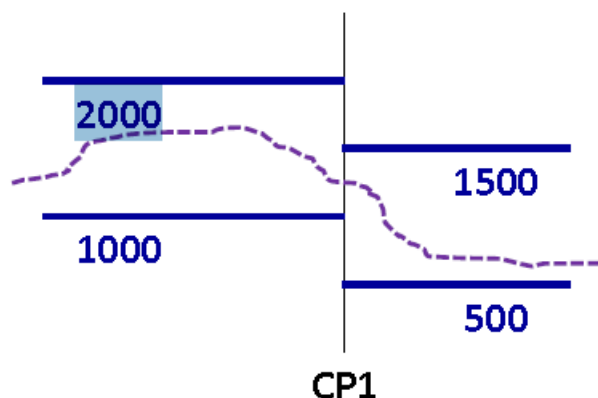
because of
enough
opportunities



to gain penalties under -A-, -B-, -D- and all other current rules.

Altitude bands must overlap ...

-D- ... e.g. between leg 1 to leg 2 for
at least e.g. 500 FT.



A Workgroup was created for making some suggestions for changes in rules to meet the future:

The group members are:

Arki Suokas	Finland
Manfred K.	Austria
Allan Hansen	Denmark

My first year as chairman:

For this presentation, I had more time to write everything down and organize my notes from the meeting yesterday. Yesterday I presented nearly the same subjects, but forgot some of them, because of the short time between committee- and combined meeting and of due to the reason that It will be done in English and not my own language. If we do it in Danish language next time, it will be much easier for me without any prior time to prepare a report.

I would like the board to consider if the Friday afternoon session with combined meeting is necessary or could be shorter. We could easily use the time in the committee instead. We may of course need the combined meeting to discuss things that are common to all committees.

Allan Hansen, Chairman