

21st World Rally Flying Championship

Dubnica, Slovak Republic

05th - 11th August 2018

Int. Chief Judges Report – Ralf Grunwald



Participants

49 teams from 15 countries participated in these 21th World Rally Flying Championship held between 05th - 11th August 2018 at Dubnica Airfield in Slovak Republic.

Teams from 12 countries were eligible for the Team Trophy.

General Comments

I arrived in Dubnica on 31st July 2018 and found a highly efficient organization team with helpful and friendly people. Championship Director Ján Chudy and Route Planner Štefan Pohanka with a team of volunteers had prepared and organized everything concerning this championship perfectly. There was an excellent atmosphere and camaraderie amongst the participants.

Accommodation

Most of the participants were housed in the Hotel Elizabeth in Trenčín, app. 20 km away from the airfield. The bus shuttle service was working well, and every participant had the knowledge about the bus schedule. Transfer time between accommodation and airfield was approximately 30 minutes. Judges briefing was held in the classroom upstairs on the airport and the general briefing just before the opening ceremony in the hotel.

Airport

Airfield preparation was almost complete. There were 2 1100-meter grass runways (05/23) available. Having two runways, the organizers were able to separate take-offs from landings or, during the training week, landing practice from navigation practice. The landing strip on grass runway 05/23 was marked for both directions.

All parking positions for the aircraft were clearly marked. The registration and information office were up and running. The restaurant was available for drinks and lunch during the training week.

In the building near by the restaurant, we held the daily competitor's briefings for all the three groups. From the debriefing area to the separation area (a big tent) it was only some steps.

Competition Routes

Route Planer Štefan Pohanka prepared three training routes and four routes for the navigation flights. After my arrival, Štefan provided me with all official routes including enroute and turning point photos, positions for all photo and canvas targets and all instructions to the pilots. This allowed me to check the routes during the training week. Together with the route planner, I also checked one of the four navigation routes in detail by plane. The quality of all routes was at a very high level - adequate for a world championship. Everything was organised according to the Rules and Regulations Rally Flying, 2018 Edition.

After the debriefing, each competitor got a printout of the logger readout. The individual results where handed over to all team managers during the team manager briefing in the evening. According to the rules, complaint time started immediately at that time and we had some long nights in the hotel to handle all complaints.

We had good weather conditions during the entire competition week. Only the wind direction changed every day from one runway direction to the other one. It was always difficult to forecast the time when the landing direction will be final one for this day. This resulted in cancelling the landing results on the RED stage first and later during the complaint time the whole stage.

Landing Test

According to the rules we had only one landing after the flight without touch and go. Due to the comfortable T/O separation of 5 minutes a good judgment with enough time between the landings was possible. Most of the final decisions on the video was finished on the field. Only a small number of landings needed to be checked after the last landing. The wind for each crew was noted first when the aircraft was passing the beginning of the final approach and a second time at touchdown. The message about the wind was given to the crews by radio. The measuring by the German electronic landing system was very exact and reliable. The video recording was done with 2 video cameras of excellent quality.

Results

There were some complaints made about the landings and about the preliminary results of the Navigation Routes. We could clarify all these complaints, and so there were no protests in the whole competition. The prize giving, and the closing ceremony took place at the competition hotel. President of GAC Rodney Blois closed the 21st WRFC.

Conclusion

In my opinion this championship was in the highest level of Rally Flying. It was a very difficult but also a beautiful event. I am very sorry that I had to cancel the RED stage for several reasons. But at the end this was fair for everybody.

All competitors were satisfied and enjoyed their stay at the competition place. This is a good assumption for the future of Flying Competitions.

One reason for the success of this event was the excellent organisation and the good cooperation between Championship Director, Route Planner, Jury, International and Local Chief Judge and Team Managers.

The contribution of all un-named people to run the logistic around the event was also outstanding.

Ralf Grunwald, Germany

Int. Chef Judge of the 21st WRFC

November 11th, 2018