

# **19<sup>th</sup> World Rallye Flying Championship**

**Torun / Poland**

**August 17<sup>th</sup> – 22<sup>nd</sup>, 2014**

## **Int. Chief Judges Report - Paul Szameitat**

### **Participants**

56 crews from 17 countries participated in this 19<sup>th</sup> World Rally Flying Championship held between 17<sup>th</sup> and 22<sup>nd</sup> of August 2014 at Torun Airfield in Poland.

22 crews were participating in the unlimited category and 34 crews in the advanced category. Teams from 5 countries were eligible for the Team Trophy in the unlimited category and 9 in the advanced category (for the price giving only 8).

### **General Comments**

Deputy Championship Director and Route Planner Andrzej Osowski and his team had excellently organized this championship.

I arrived in Torun on August 11<sup>th</sup> and found a very good organisation team with helpful and friendly people.

During the training week the airfield preparation was almost completed. There were two parallel runways (10/28). The concrete one had a length of 1.269 m and the grass one had a total length of 1.092 m. There was also a concrete runway 01/19 having a total length of 1.190 m. So we could use the grass runway 28 for departing and the concrete runway 28 for landing aircrafts.

A marked landing strip was on the concrete runway 28/10 for both directions. The German electronic landing equipment was available and was working very well and exactly.

The parking positions for the aircrafts were described in a folder and at the information board.

The registration- and information office was up and running.

Inside the Aeroclub main building was a restaurant for drinks and lunch available during the training week. During the competition lunch and drinks were available in a big tent and were also served in the separation area in a hangar.

Judges Briefing, General Briefing and Daily Crew Briefing were held in an air conditioned big tent.

The competitors and officials were housed in a hotel, 10 km from the airfield. The transfer time between accommodation and airfield per bus or car was approximately 15 minutes.

### **Competition Routes**

Route Planner Andrzej Osowski prepared four Official Training Routes and four routes for the Competition Navigation Flights.

I checked the four Navigation Routes fully and very carefully with the Route Planner and also by plane.

All routes were at a very high level - adequate for a World Championship - and excellently prepared. It was all according to the International Rules and Regulations Rally Flying, 2014 Edition.

It was flown in 2 categories:

- unlimited category and
- advanced category (for beginners and for crews with low experience)

The rules for the unlimited category were not changed.

The rules for the advanced category were easier for the competitors but it was much more work for the organisers (different TP-photos, - on route-photos, - descriptions, - time for preparing the map). The handling for the two different categories was without any problems.

The weather conditions were very windy, but the visibility was good during the entire competition lasting from August, 18<sup>th</sup> to 20<sup>th</sup>. The temperatures were low, but there were nearly the same meteorological conditions for all crews on every day. The wind level was calculated for all 3 days.

Afterwards the very fast logger download and debriefing, each crew got a preliminary result of the flight.

### **Landings**

At the first competition day the crosswind was sometimes more than 15 kts and so we had to cancel the landings for this day after the first 5 landings. Thereafter competitors landed safely at runway 19 without having been measured.

The wind for each crew was noted first when the aircraft was passing the beginning of the runway and a second time at touchdown.

Most times there were crosswind conditions. This message was given to the crews by radio.

Because the strong wind we cancelled the second landing at the 3<sup>rd</sup> competition day.

The measuring by the German System was in conjunction with visual judging and was very exactly. The video recording was done with four video cameras in sufficient quality.

All landings were shown to the public also by a big video wall.

### **Results**

There were some complaints about the navigation flights and the landings. We were able to clarify some complaints, but there were also some protests. The protests were upheld by the Jury (see Jury Report).

3 polish crews in the advanced category flown were not included in the ranking (Rules and Regulations A 6.7).

### **Conclusion**

In my opinion this championship was carried out at a very high level of Rally Flying. It was a very difficult, but also a very interesting and beautiful event.

The attempt with two categories, unlimited and advanced, was handled well, the outcome of the event will be discussed at the next GAC-meeting.

One key for this successful event was the good cooperation between Championship Director, Route Planner, Jury, International and Local Chief Judge, Chief Landing Judge and the Team Managers. The contribution of all people not named, who carried out the logistics of the event, was also remarkable.

*Paul Szameitat, Austria  
Int.Chief Judge of the 19<sup>th</sup> WRFC,  
August 30<sup>th</sup>, 2014*