

Jury Report
14th World Rally Championship
16th World Precision Flying Championship
Herning Denmark

14th to 25th July 2004

Championship Director:	Vagn Jenson	Denmark
Jury President:	Howard Cox	Great Britain
Jury Members:	Jiri Dodal	Czech
	Ottar Tiegland	Norway
Chief Judge (Rally)	Heinrich Linkogel	Germany
Chief Judge (Precision)	Andrzej Osowski	Poland

It is the opinion of the Jury members that this combined Championship was run in a competent manner and that there were no major problems either in the technical or social aspects of the event. The Sanction Fee of 5120 Euro for a total of 129 competitors taking part in either or both championships was transferred, along with one protest fee from the Rally (100euro) and three from Precision (150euro) were transferred to the FAI account on Friday 23rd July 04.

The tasks for each discipline were fair and set to the respective rule books, and the results are valid.

The Jury therefore had no hesitation in returning the guarantee fee to the Competition Director.

In that this was only the third occasion when both FAI GAC sports of Rally and Precision flying have been held at the same venue and run back to back it was good to see that the plans to attract more participants in both sports proved to be a success. 50 teams (100 people) were in the Rally and 70 pilots in Precision with 41 of these taking part in both.

(The previous combined events were at Northampton UK and Cordoba Spain)

General Comments:

The Championship airfield and the facilities on the airfield met the requirements laid down by FAI for these Championships. In addition to the clubhouse, which was primarily used for the administration offices and de-briefing rooms there was a large tent for use by the competitors. The plans for re-fueling and parking aircraft worked well with no bottlenecks that sometimes can occur. During the Rally competition days and the Precision landing tests it was possible to use two runways, the grass runway for take offs and the hard runway for landing.

There was no restricted airspace in the vicinity of the airfield, but just to the north the Karup TMA did require routes to be to the east or west of Herning, or to go right round the TMA. The countryside in that region of Denmark had a good mix of

farmland, built up areas and wilder parts with forest and scrubland. The Maps of 1:200,000 were accurate and of good quality information for navigation.

Competitors experienced no difficulties in travelling from airfield to the hotels, the journey time into Herning was approximately 10 minutes. The main hotel (Eyde) was in the centre of town and the secondary hotel (Scandic) was just a few minutes walk away. The jury were not made aware of any problems with either hotel or the domestic arrangements. Meals both at the airfield and in the hotels were excellent and no problems were notified to the jury about the service provided.

For the NAC Organisation, Jury, Judges and other staff working for over two weeks with little time to relax, FAI GAC should consider that there should be one extra day inserted into the programme between disciplines to allow for bad weather delays, operational problems and also just to let those running the championships time to recharge their batteries for the second event.

The Jury were rather concerned at the condition of some trophies received by the Competition Director from past winners. In addition the Jury could not consider making a Sportsmanship Award for the Precision Championship as the replacement for the Masonhall Trophy did not materialise as promised.

Rally Flying:

The competition tasks were fair and complied with the rules except that one or two observation task photographs were taken from the wrong position in relation to the track centreline. It was the opinion of the jury that if competitors had difficulties with these pictures they would have been deleted from the task, but there were no protests raised on this point. Competitors however did feel that Rally Flying had become dull and too similar to Precision Flying, and there was much debate about the way forward. Various proposals have been made for the rule sub-committee to examine.

There were complaints raised about the positioning of the spot landing positions on both the away landing airfields. The complaint being that the runway distance remaining after the landing box was too short for a safe operation of some aircraft. It was the opinion of the jury that the published distances of both Spjald and Viborg airstrips were just adequate for a spot landing touch and go task, but those who took precautionary actions were not penalised. It would be advisable for future championships that the Championship director and Route Planner do not select airfields for 'touch and go' landings with a published distance less than 700m., thus enabling a safe take off distance after the landing box in excess of 600m. This will be particularly important in countries at high elevation or with high ambient temperatures.

Some comments were made to the Jury about the long periods crews were required to remain in Quarantine both before and after the tasks. It is the Jury's opinion that the system adopted, whilst minimising the risk of cheating was not good for the competitors and that at future championships the measures adopted for security must be carefully planned at a much earlier stage in the preparation period by the Chief Judge. Crews should not be expected to spend up to four hours in a security area because it suits the Chief Judge's timetable.

To gain an advantage any team that planned to cheat would be seeking either to pre-plot the route or would like to know the location of the observation photographs (or targets). Pre-plotting can be discovered by a check of aircraft, crew and maps just prior to each crew starting their task. Passing information about the location of photographs can be thwarted by changing the ID code of the photographs at intervals in the flight order, say every 20 crews change some of the ID's. (likewise targets can be altered periodically.)

The Jury had to adjudicate on four protests, three were awarded to the competitors and one denied. The details are attached to this report.

Precision Flying:

The two Navigation tasks were of a standard expected for a World Championship and no serious problems were raised concerning these tasks. On the first route two ground targets had to be deleted, one a turning point target due to part of the letter flapping about in the wind and one en-route target being removed by someone partway through the day.

The second navigation route had to be delayed for 3 hours due to fog and low cloud at the eastern, coastal part of the route. Two Jury check flights were made, the first ending some 20 miles from Herning when a stop to the task had to be called. After a delay until 1200hrs the second check flight proved that conditions would be above the minimum by the time the first competitor would be flying. Throughout the day the route remained flyable but some crews did experience patches of reduced visibility and lowering cloudbase in rain showers.

One ground target was deleted from this task as it was discovered to be out of position being a few meters to the right of the trackline.

The biggest operational problems of the championship occurred during the Landing task. The Swiss landing measurement system was in use and this equipment proved to be very unreliable and not able to give the Chief Judge consistently accurate information. The initial problems arose during the first test when false readings occurred near the zero box, pilots being awarded penalties although the landings were in the zero box. Later on more and more false readings were being given at various positions in the landing box. Attempts were made between groups of pilots to restore those sections of the system that were faulty which led to lengthy delays in the running of this task. The system also failed to give anything more than a basic indication of touchdown points and no computer recording was made for the Jury to examine to resolve protests.

This poor performance by the landing measuring equipment added to the Chief Judges workload at times when attention has to be paid to watching for abnormal landings. Because there were so few International Judges present at the Championship it was not possible to revert to a full manual scoring method, so it became necessary to allow the Chief Judge and two International Judges to view the video recordings for those landings where doubt existed in order that a fair and accurate judgement could be

made. This procedure did not compromise the Juries independent assessment of the five protests received.

It is the Jury's opinion that the Landing test judging methods require a radical re-think by FAI GAC. The rules for scoring are complex and each landing requires a much greater human input to asses than can be achieved in the short interval between each aircraft. There is too much reliance on a landing system providing the information, but even the best system cannot do anything more than give the contact points when one or more wheels are on the ground. When, as at Herning, the system is unreliable in operation, contestants naturally feel the results given may be flawed.

Two protests were awarded to the competitors and three denied. Details are attached.

A disciplinary hearing had to be held during the Precision Championship due to disregard of the Chief Judges instructions and unsporting behaviour. The Jury took the decision to advise the Championship Director that the infringement did not merit disqualification but a lesser penalty as described in the FAI Sporting Code. Details of the matter are attached.

Points arising from the Championship that should be addressed by GAC for future Championships.

1) Aircraft Safety:

During the course of the Rally Championship it was noted that more and more crews using Cessna 150/152 aircraft had the Navigator sitting in the baggage bay and not in the right hand seat and unable to use the aircraft seat belts. It should be made mandatory that all occupants flying in FAI GAC championships must use the aircraft seats, and that where an aircraft has a front and back row of seats, the crews have conducted a proper weight and balance calculation for that aircraft as loaded for the competition.

Unless this is introduced the FAI and NAC could be liable, should an accident occur, due either to a crew stalling with the CoG out of limits or an occupant suffering injury due to lack of restraint during a crash.

2) Security/Quarantine:

If there is one area for criticism of the organisation of this Rally Championship, it is that the detailed planning and implementation of security and quarantine control was made at the last minute and resulted in a cumbersome operation which impacted on the competitors to the annoyance of many.

An evaluation of the critical areas where teams may attempt to gain an advantage by cheating should be made and appropriate changes made in the rules to aid the detection of cheating.

3) Training and order of Championships:

To enable those competitors only taking part in the second championship of a combined event the Chief Judge of the first event must accommodate the training needs of the participants of the second event. Initially at this event the precision only pilots were to be banned from flying during the hours that the rally tasks were flown. Sense prevailed but only after some forceful discussion.

In that many Rally navigators will be Precision pilots the better solution to the training demands will be to have the Precision event first. Consideration should also be given to having at least one full day without any official function in the timetable between the two Championships.

4) Opening and Closing Ceremonies:

A question arose at the intermediate closing ceremony for the Rally Championship, should the FAI flag be lowered and raised again and the FAI anthem be played. FAI GAC should consider giving clear guidelines on this for the host NAC to adopt. It is the Jury's opinion that as it is a combined championship the flag should be left flying and only the anthem be played to mark the end of the awards ceremony.

5) Jury and Chief Judges authorisation:

The Jury has to ensure that a Championship is conducted both in accordance to the rules and to the contract agreed by FAI GAC and the NAC. The Jury should be provided with this information some time in advance to be able to be familiar with the details. In addition it would be more professional for FAI GAC to give a written confirmation for Jury members and Chief Judges soon after their appointment for duties at a Championship. Currently this is done in good faith until such time as the Championship Director makes contact with them.

6) Rally format:

Many competitors and officials involved with the Rally Championship expressed the opinion that the format of Rally Flying has become too close to Precision Flying and has thus become a picture spotting exercise. A questionnaire was issued and it is to be hoped that the Rally Rules sub-committee can make substantial changes to enliven the format and so attract more participants back into the sport.

7) Harmonisation of common rules:

In running the two events together it is apparent that further work is require to harmonise the rule books for commonality. For example in Rally flying 90 deg turns off track are counted when more than five seconds have elapsed but in Precision Flying the rule is five or more seconds. Thus two computer programmes are required, one for each sport.

8) Precision Spot Landing Task:

The current practice adopted for the operation and scoring of the Spot Landing Task is falling into disrepute with competitors and so has become the focal point for complaint and protest. Landing measurement systems have taken over the role of the international judges in determining where an aircraft lands, but the information given is only accurate for the perfect landing. The systems are unable to provide the answer correctly for the complex variety of landing positions that are encompassed in the rule book. This situation should be addressed by FAI GAC to rethink the role of the Chief Judge, International and Local Judges, and how to get the best use out of landing systems and video recordings. Unless a fair, impartial measurement and judging of every landing can be made and infringements of the rules is implemented, contestants will not be satisfied that a totally accurate result has been obtained.

9) Disciplinary Sanctions

In both Rally Flying and Precision Flying the rule book has only the one disciplinary measure of disqualification. In the incident that occurred at Herning neither the Championship Director or the Jury felt that this was the appropriate sanction to take, but that a sanction had to be given to retain the Chief judges authority at this and future events. The rule book should be amended to clearly give the authority to impose the lesser sanctions listed in the Sporting Code.

In addition the rulebooks require the statement that all practice flying ceases at the start of competition tasks or earlier on the Chief Judge's or Competition Directors instructions.

10) Senior Championship

Mention was made by some of the more elderly competitors that, in line with many other sports, a Senior Championship held within the main Championship could encourage competitors back to the sport who have been ousted by younger pilots from their national teams. This may help to boost the numbers participating.

11) Trophy Condition

FAI GAC should make it clear by letter to all trophy winners that they are responsible for the condition that trophies must be returned in good condition and clean or polished. To enforce this the Championship Director should be given authority to have repairs or cleaning costs paid for by the previous recipient.

12) Training Times

A clear rule stating that training flights cannot be made from the start of the first championship task until the end of the last task must be introduced to avoid the situation that occurred at Herning. The rules however need to encompass the need for contestants participating only in the second of two championships to be able to train at any time of day provided they do not come into conflict with competition tasks of the first championship.



..... Jury President