

# ANNEX 6.3

## **20<sup>th</sup> World Precision Flying Championship**

**Brits Airfield, South Africa**

**23<sup>th</sup> - 29<sup>th</sup> October 2011**

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

#### **Participants**

53 competitors from 14 countries participated in these 20<sup>th</sup> World Precision Flying Championship held between 23<sup>th</sup> and 29<sup>th</sup> October 2011 at Brits Airfield in South Africa. Teams from 12 countries were eligible for the Team Trophy.

#### **General Comments**

Championship Director Antony Russel and Route Planner Frank Eckard, he is also Chairman of the South African Power Flying Association, with a team of volunteers from the Aeroclub Brits and elsewhere in South Africa under control of Deon van den Berg, Chairman of Brits Flying Club, had excellent prepared all about this championship.

I arrived Brits at 17<sup>th</sup> October und and found a very good Organisation Team with helpful and friendly people. The airfield preparation was almost completed. There was a concrete runway (02/20) 950 m total length available.

Marked landing strips were on concrete runways for both directions.

All parking positions for the aircrafts were clearly marked. The registration office and information office was up and running. In the Aeroclub Main Building was a small restaurant for drinks and lunch during the training week, thereafter was a big tent for general briefing, daily competitor briefing and for lunch.

All competitors and officials were housed in a very nice Game Lodge, 16 km from the airfield. The transfer time between accommodation and airfield per bus or car was approximately 20 minutes.

That serves for an excellent atmosphere and camaraderie amongst the participants.

#### **Competition Routes**

Route Planer Frank Eckard prepared one Official Training Route, two routes for the Navigation Flights and one Reserve Route.

I checked the four Navigation Routes fully with the Route Planer and the President of Jury, also by plane. There were only small changes in the prepared routes required.

All routes were in a very high level - adequate for a world championship - and excellent prepared. It was all according the Rules and Regulations Precision Flying, 2011 Edition.

There were good weather conditions during the whole Competition Week from 24<sup>th</sup> to 28<sup>th</sup> October, very high temperatures (up to 40 degrees Celsius), but nearly the same meteorological conditions for all pilots.

Afterwards the debriefing each competitor got a preliminary result for his flight.

### **Landing Test**

The weather for the Landing Test on Friday, 28<sup>th</sup> October was excellent but hot, first take off was at 08:10 and because thunderstorm warning for the later afternoon all 4 landings were done with only a short 15 minutes brake (approved by Team Managers). So we could finish the competition at 14:00.

All departures and landings were from runway 02.

There have been good conditions for all competitors, the noticed wind for each competitor was up to 70 degrees right or left from runway heading between 0 and max. 9,5 knots.

The measuring by the German System and was very exactly. The video recording was done with two video cameras in sufficient quality.

### **Results**

There were some complaints made about the preliminary results from both Navigation Routes. We could clarify all this complaints, but one complaint were coming from most of the Team Managers (app. 70-80%) because the wind for the 2<sup>nd</sup> Navigation Flight was given wrong (speed and direction) from the meteorologist and so most of the competitors of the first group could not maintain the correct time particular at the last leg.

In agreement with the Competition Director I decided to cancel the time check at the Final Point and at the two Secret Time Checks (14, 15) short before the Final Point.

So we could cause fair conditions for all competitors.

There was one protest because of the wind at the last leg against the Secret Checkpoint (13), this was one minute after Turning Point 7.

This protest was upheld from the Jury and we were demanded to cancel also this CP 13 and to correct the results of the Stage 2.

There were five protests against the Landing Test Result. One of them was withdrawn, four protests are denied from the Jury.

### **Conclusion**

In my opinion was this championship in the highest level of Precision Flying. It was a very difficult, but also an interesting and beautiful event.

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

One key for this successful event was the good cooperation between Championship Director, Route Planner, Jury, International and Local Chief Judge and Team Managers.

The contribution of all no named people, to run the logistic around the event, must also be highlighted.

***Paul Szameitat, Austria***  
*Int.Chef Judge of the 20<sup>th</sup> WPFC*  
*03. November 2011*