

13st World Air Rally Flying Championship, Pilansberg

2003

REPORT

of the International Chief Judge

The first I wish to inform you, that this 13 World Air Rally Championships was organised very well and the event was success due to the work of all people involved and due to the behaviour of the crew with also Team Managers.

General: The 13rd WARFC took place in Pilansberg, South Africa, Rustenberg Airfield from July 27th to Aug 3rd 2003.

51 Crews comes from 14 different nations took part in the competition.

8 crews comes from South Africa,

6 crews comes from Germany and Great Britain,

5 crews comes from Austria,

4 crews comes from Czech Republic, France and Poland,

3 crews comes from Chile, Russia and Spain,

2 crews comes from Greece,

1 crew comes from Cyprus, Hungary and Portugal.

The competition was run according the FAI/GAC Rules and Regulations Rally Flying, edition 2003. The time GNSS-FR were used for recording results.

I arrived one week before the start of the competition to make the final preparation and check of the instruction competition task. All situated photographs was check on each task together with the Competition Director Jan Hanekom on his own airplane "Subaru".

Also the International Jury (Dieter Stephan, Vagn Jensen and Jury Dodal) check instruction competition task.

The registration room and offices was situated in the same hotel where was accommodation.

I got all information they wanted and there was a very good and friendly working relationship between the Comp. Director, Local Chief Judge, Marschallers. Many thanks to all of them !

Judges: There were 8 International Judges available, also enough Helpers at the Airfield, so the competition run very smooth.

Transportation: was very well organised, no complaints.

Accomodation/meals: The Competition Hotel Cabanas was situated 40km near the airfield (30 min. by car) and offered all necessary facilities and the high standard for a competition. The Buffet-Dinners were very good, also there were no complaints about the Lunches at the Airfield. Only the price charged for Extra Days was too change to higher but it was discussion on opening briefing and last briefing. The same situation was with rent aircraft for competitors.

Ceremonies / Social Events: A very nice Opening ceremony and the Closing-ceremony were held at the Conference Centre in Sun City, including a nice Dinner. It was very excellent and according the FAI Rules.

Airfield: Rustenberg Airfield - competition airfield offered a good parking area and one asphalt runway and one taxiway. The runway was enough long. Other airfield used for landing test was check by me and was good quality.

The isolation area, debriefing room and computer room were available and sufficient.

The ATC officer worked according to our requirements, very well done !

Met information was always available.

Briefings / Communication: There was a General Briefing and then Team-Managers Briefing every night at the Conference Centre about 400 m from accommodation Hotel.
Daily and met Briefings were held at the airfield in the Hangar. Information Boards were available at the airfield and in the Hotel.

Training Practice: Official Practice route was available but with big mistake with time schedule. This mistake was explain on evening briefing but many competitors were very angry. **In my opinion there should be at least 2 Training-Routes available if will be possible!**

Navigation Tests: all 3 tests foreseen could be run and were well prepared.

Landing Test: There were three touch-and-go landings at three of the stages and three landings at Rustenberg-airfield. The judging team under leading Dicky Swanepool and Video-recording was done in an excellent way on touch-and go airfields. It was one protest only from these landing after first stage. The protest was accepted by the Jury.

After second stage I explain to these team point A.3.5.9.a. from rules about abnormal landing. All landing were checked again and corrected. The electronic measuring landing system (Bingo BoX) was approved by Jury and Me and was good worked all time on Rustenberg airfield. No complaints and protest from the pilots.

Commentaire :

Protests: 5 protest for navigation tests has been received and one protest for landing. 5 protest was accepted by the Jury but one protest was denied!

Sanction Fees: The organiser proved to have forwarded the sanction fee to FAI during competition, also the Deposit was handed out to the President of the Jury and returned to the organiser after conclusion of the competition.

GNSS-FR / Comp. Map: The comp. map was in scale 1:250.000 and was good quality but very difficult for navigation.

FR have been used officially for the first time in World Air Rally Flying Championships. Enough recorders of the 3 approved models were available, and all except very few worked very well. If they did not work, it was mainly the fault of the pilot (Batteries empty, a few recorders not cleared before flight,)

Downloading run very smooth on all competition days, this also based on the experience gained at the previous national competitions. Usually the pilot could have a look at his flight-path before debriefing observation test.

Conclusion:

The event was run according FAI / GAC Rules and Regulations Rally Flying. It was organised very well and the whole staff was friendly and helpful!

Experience told us, that there have to be made some amendments to the Rules and Regulations, Open questions were already discussed in Pilansberg and the necessary proposals will come out in time for the GAC Meeting in Luksemburg in October!

The event was a success due to the work of all people involved and due to the fair behaviour of the pilots. So my thanks go specially to the Competition Director Jan Hanekom and all his enthusiastic staff!!! Thank you all very much!!

International Chief Judge
Andrzej Osowski