

# **9<sup>th</sup> European Rallye Flying Championship**

**Dubnica nad Vahom/Slovak Republic**

**4<sup>th</sup> – 9<sup>th</sup> August 2013**

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

### **Participants**

37 crews from 13 countries participated in these 9<sup>th</sup> European Rally Flying Championship held between 4<sup>th</sup> and 9<sup>th</sup> August 2013 at Dubnica Airfield in Slovakia.

18 crews were in the unlimited category and 19 crews in the advanced category.

Teams from 5 countries were eligible for the Team Trophy in the unlimited category and 6 in the advanced category (for the price giving only 4!).

### **General Comments**

Championship Director Jan Chudy and Route Planner Stefan Pohanka with a team of helpers had excellently prepared all about this championship.

I arrived in Dubnica on 29<sup>th</sup> July 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 grass runways (05/23) each 1.100 m total length available. So we could use the southern runway for departing and the northern runway for landing aircrafts.

A marked landing strip was on northern runway for both directions.

The parking positions for the aircrafts were noticed on the information board.

The registration- and information office was up and running.

Beside the Aeroclub main building was an excellent restaurant for drinks and lunch during the training week and at the competition time. Lunch and drinks were served also in the separation tent.

Judges Briefing and General Briefing were held in the hangar, daily crew briefing was in a big room, called the "Sky Bar".

The competitors and officials were housed in 2 Hotels, 20 km from the airfield. The transfer time between accommodation and airfield per bus or car was approximately 25 minutes.

### **Competition Routes**

Route Planner Stefan Pohanka prepared eight Official Training Routes and four routes for the Navigation Flights.

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

All routes were in a very high level - adequate for an European Championship - and excellently prepared. It was all according to the Int. Rules and Regulations Rally Flying, 2013 Edition.

It was the first time with 2 categories:

- unlimited category
- and advanced category (for beginners)

The rules for unlimited category were unchanged.

The rules for advanced category were easier for the competitors but with more expenditure for the organiser.

The handling of the two different categories was without any problems.

There were good weather conditions during the whole competition week from 4<sup>th</sup> to 9<sup>th</sup> August, very high temperatures (up to 39 degrees Celsius), but nearly the same meteorological conditions for all crews.

After the debriefing each competitor got a preliminary result of his flight.

### **Landings**

There have been useful but sometimes difficult conditions because the hot temperatures and thermic wind in approach and touchdown zone. The wind for each crew was noticed and sometimes there were crosswind conditions.

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

### **Results**

There were some complaints made about the navigation flights and the landings. We could clarify the complaints about the navigation flight, but there were many protests against the landings. Most of them were denied from the Jury (see Jury Report).

### **Conclusion**

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

The attempt with two categories, unlimited and advanced, could be handled, the sense will be discussed in the next GAC-meeting.

In my opinion the advanced category was too easy for crews with experience from national competitions and nevertheless too difficult for some newcomers with not enough experience. We shall also discuss the handling of the landings. The competitors requested to see the video of their landings on a screen.

This would satisfied competitors and lead to fewer protests against the landings

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 9<sup>th</sup> ERFC  
19th August 2013*