



22nd FAI WORLD RALLY FLYING CHAMPIONSHIP

Competition Director Report

Brits Airfield

North-West Province

South Africa

13th to 19th November 2022



WEBSITE: <https://www.wrfc2022.com/>

Organisers' email: info@wrfc2022.com

Pretoria South Africa – 26 January 2023

A handwritten signature in black ink that reads 'Rob Jonkers'.

Rob Jonkers
Competition Director – 22nd WRFC

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1. Introduction

This Competition Director's Report intends to cover the main topics of the run up to the event as well as the operational part of the event as occurred during the period 5th to 18th November 2022.

2. Event Planning – Local Rules Establishment, Bulletin Updates

The 22nd WRFC was initially planned to take place in Nov 2020 in Stellenbosch South Africa, the C19 pandemic effectively had the event cancelled, similarly the attempt in 2021 at the same venue had the same outcome due to South Africa still at Level 4 lockdown conditions. A further proposal to at least find a way to hold the 22nd WRFC in South Africa had the option to relocate the event location to Brits to reduce the costs of entry fees and the running of the event. It was also decided to not offer accommodation as part of the entry fee due to the complexity of only having small establishments in the local area.

A Local Rules document was created outlining the event details, event costs and the Competition Map. Regular bulletins were sent out detailing additional information and changes.

Event planning started in March 2022 with a committee established to carry out the various requirements to run the WRFC. The important portfolios were Aircraft Hire, Validations, Approvals from various Government & Municipal entities, Entries, Budget, Accommodation.

3. Master Plan

A Master Plan was created detailing the various aspects of organising the event, a full copy is attached as an Appendix 1 – covering Chapters 1 - 9. The content details responsibilities between SAPFA & the host club, registration, aircraft hire, aircraft parking plans, visibility & advertising, Opening & Closing Ceremony planning.

4. Manual of Procedures

The Manual of Procedures consisted of legal documents which form part of the Special Air Event Application that needed to be made to the CAA, which includes all the local Government & Municipal approvals. Additional requirement was to obtain SASCOC event hosting approval. SASCOC is the South African Sports Federation Organisation. The Civil Aviation Authority granted approval to host the event.

Additional to the legal approvals, further Manual of Procedure (MOP) documents were created – see Appendix 2 which covers Chapter 13 – 21. The content of the MOP is the following:

13. Route Planning (See Route Planning)	18. Crew Briefing Notes (See Crew Briefing Notes)
14. Scoring & Loggers (See Scoring & Loggers)	19. Officials Roles and Responsibilities – Judges, Judge Observers, Officials, Helpers
15. SASCOC (See SASCOC Docs folder)	20. Officials Roles and Responsibilities – Landings, Away Landings, Markers
16. Legal Requirements (See Legal Docs folder)	21. Programme of Events
17. Logistics Requirements & Officials tasking (See Logistics Requirements)	

5. Website

A Website was created www.wrfc2022.com that covered all aspects of planning for the event, where entry forms could be obtained, details of the venue, accommodation contact points, tourism options as general information.

The competition map could also be downloaded from the site, as well as the three training routes with their full details.

As official entries were confirmed, details of the teams and officials were posted on the site. During the competition week, results were posted, and after the closing ceremony a comprehensive results listing provided.

6. Aircraft Planning

Providing aircraft to the competitors was the key to ensuring a successful event, as the venue being South Africa all international competitors had to rent aircraft. Availability of suitable aircraft realistically could only be achieved from flight schools, and the aircraft team were able to negotiate up to 17 aircraft. Only 14 were required, but the plan included securing at least 2 spare aircraft. By the time the competition was due to start only 14 were fully secure, the 3 additional earmarked as spare became unavailable due to maintenance snags.

The aircraft were mostly variations of C172s with 2 C150s with 150 HP engines. Three of the C172s were diesel versions that proved to be difficult to operate engine management wise, and not ideal for landing competitions. Reliability of the diesels proved problematic, but the owners were able to resolve by providing spare aircraft or on-site repairs.

An on-site AMO maintenance mechanic was available for the week, although arrived late on day 1. Issues that needed resolving were a steering jam, wheel replacements. One C150 had a PTT problem which the owner came to repair.

Overall, all competition flights were able to take place.

7. Licence Validations

Licence validations were concluded successfully for all competitors in good time. A good relationship and procedure was provided by the CAA, and once check rides were done, certificates were provided within hours. Good support by the flight schools and owners to conclude the check rides. The only issue was the weather difficulties in the training week for the 1st 3 days.

8. Scrutineering

Scrutineering was split into aircraft and personal. Aircraft scrutineering was prepared on Sunday 13th Nov 2022 where a specialist avionics company Century Avionics were on hand to disable all navigation and autopilot devices, either by blocking antennas or sealing / covering panels / switches. There was one aircraft (C172 Diesel) that had a Garmin G3 installed, where the mode selection was reprogrammed to disconnect the magnetic reference from the internal GPS. The result was that the heading card had to be

manually set with the compass, and operates similar to a standard DI. If one knew how to change modes, one could revert to GPS track, but the team did not find any evidence of tampering.

Daily aircraft scrutineering was carried out by Laura & Stuart, before and after flights, no issues were found. Personal scrutineering as done in the quarantine hangar, the process was efficient and carried out in time. Some competitors had some unauthorised devices which stayed in the quarantine area.

9. Host Club

The host club was Brits Flying Club, well known to the rally community and host to many previous events. The organisation and preparations of the field was well organised, with runway upgrades and parking arrangements. The club house was also upgraded in preparation for this event. Briefing and club areas were well defined. Additional facilities were added for catering and rest.

The club was organised into a registration area, drinks area and a food area, where casual food was made available, the catering provided by the kitchen was able to handle the requirements. It was noted that there was insufficient area for teams to practice plotting, a topic that needs to be addressed for future.

The briefing & quarantine area was suitably set up with sufficient refreshments. An additional toilet was rented for the area but proved problematic in use, the rental company not always on hand to ensure functioning and cleanliness. This point detracted from the enjoyment of the event, and a note for future planning to ensure quality of such facilities as well as full time support during the briefing and quarantine period.

It was unfortunate that the weather system during the training week involved a cut-off low weather system that resulted in a deluge of uncharacteristic rain of many 100s of mm that caused waterlogging of the Airfield parking and taxiways. The team were able to re-organise the parking and taxi arrangements to ensure the competition could go ahead. Additional parking marshals were arranged for assistance.

Catering for lunches were made available daily, the first competition day it arrived late, but overall the quality of the food was acceptable.

10. Registration

Registration for the competition was done at the registration desk inside the clubhouse. Each Competitor and Official was provided with a name tag, and a bag of goodies, shirt(s), programme booklet and some other promotional items. The programme booklet provided information on the event and the details of all the officials & competitors. This process went smoothly under the direction of Ursula.

11. Training Week

Early arrivals was planned for from the 5th Nov 2022, and set up of the field took place. First flights for validations started on Monday the 7th Nov 2022, from which rain affected flying until late Wednesday. With gaps in the weather validation flights could take place, most validations concluded late Wednesday, with training routes flown Thursday to Saturday. Most teams could achieve all three training routes, as well as landing practice which could be done in between the rain showers.

Overall the training week was deemed successfully concluded.

12. Opening Ceremony

The Opening Ceremony was held at the Airfield, it was fortunate that the weather held out for the Parade of Nations and speeches with the raising of the FAI flag to be concluded in time. Two aerial displays were planned, of which only one could take place, the 2nd display team were not able to make the time slot due to weather.

13. Competition Week

Competition week commenced on Monday the 14th to Thursday 17th November with a Spare day on the 18th. Given the waterlogged airfield, parking locations had to be moved, but could still be managed in terms of flow of papers handing out. Only Runway 20 could be used for take-off to accommodate taxi routing – the wind was fortunately favouring Runway 20 most of the week during the mornings.

Landings for day 1 was on Runway 20, and for the remainder of the week on 02, return parking after first flights had to be carefully managed to ensure access to refuelling. The Diesels did not need in-between flight refuelling.

The first day of marshalling and parking was very tight in terms of time between the 2 flight groups, with additional time given on subsequent days.

Quarantine exit times were not specified on the first day, on subsequent days the organisers specified a 20 minute time period to prepare aircraft.

There were 3 teams of papers handover and escorts for arriving aircraft after a competition flight. These teams worked efficiently, no problems were found.

Logger downloading and debriefing were in 3 teams, there was some backlog at times to wait in a queue, mostly due to issues and queries related to routes – of which some resulted in complaints, and some into protests. Overall the scoring team concluded their work within a good time frame.

14. Closing Ceremony

The Closing Ceremony was held at the Fatherland Estate – within 5 km of the airfield. The correct protocols were put in place regarding certificates, medals, trophies and podium with flags. The catering was initially slow, but corrected as the evening developed. The speeches, medals, certificates, trophies protocol was correctly observed with no problems. Everybody enjoyed the evening. A take-home memento was provided to each competitor and official.



22ND FAI WRFC 2022

22nd FAI

WORLD RALLY FLYING CHAMPIONSHIPS

13 – 18 Nov 2022

Brits Airfield

North-West Province South Africa





Welcome

Dear Aviators, Officials, and Friends

It is my great pleasure on behalf of the FAI/GAC to welcome you to the 22nd FAI World Rally Flying Championships here in Brits, South Africa.

As you well know, South Africa went through a lot of difficulties to plan and present this event, due to the pandemic over the past 3 years.

Now South Africa will be hosting the 22nd World Rally Flying Championships in Brits, from the 13th-19th November 2022. I congratulate and thank the Aero Club SA/ SAPFA and certainly the Brits Flying Club for hosting this important, international event for a second time. We are certainly all looking forward to visiting South Africa again! It is a wonderful occasion to bring aviators from all over the world together again, in the spirit of aviation.

I am very confident that the WRFC will be very successful. I wish all the participants a fair and safe competition.

Hans Schwebel
FAI/GAC
President



Hans Schwebel
President
FAI-GAC



Dear Aviators,



Lohan Otto
Chairman
Brits Flying Club

On behalf of Brits Flying Club and Committee Members, I would like to warmly welcome you to our Club. It is a privilege and honour hosting this event as a small town and club.

Wishing you all safe journeys in the air as well as on the ground. May Brits Flying Club be remembered as a club with warm hospitality and friendliness. As a young pilot (Only in the air for 14 Years) I admire your courage and skills. May the best team win!

“When everything seems to be going against you, remember that you take off against the wind, not with it” – Henry Ford

Greetings on Wings

Lohan Otto
Chairman
Brits Flying Club



Welcome



Leon Bouttell
Chairman SAPFA



On behalf of the South African Power Flying Association we would like to welcome our friends from around the world to South Africa that are participating in the 2022 World Rally Flying Competition.

The event hosted at the Brits Flying Club has been organised by our competition director Rob Jonkers and an event committee. To Rob, his team and the Brits Flying club, a big thank you for the dedication and hard work that has been put to organising such an event, notwithstanding the unforeseen obstacles that have emerged following on from the preceding 2 years of pandemic disruption.

We sincerely hope our International teams enjoy this competition with our summer Highveld climate. The area has several interesting tourist attractions that are easily accessible and we hope that you are able to enjoy some of our diverse country. Those flying in the competition will see a vast amount of mining activities, these resources include Chrome, Vanadium, Platinum Group Metals, Silica, and Granite within a very limited area around the airfield.

Once again welcome to South Africa, I look forward to meeting you all, thank you for supporting our event, and safe flying.

Leon Bouttell
Chairman, South African Power Flying Association

To all Competitors and visitors

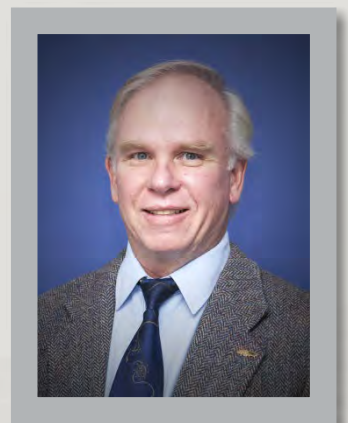
The Aero Club of South Africa as the NAC welcomes you all to our country to participate in this 22nd WRFC.

The 2020 WRFC planned to take place in Stellenbosch was an unfortunate casualty of the pandemic. This event had also been planned to be part of our Centenary celebrations of our Aero Club, and It was a great pity that we could not hold such a defining event in that year.

As the Aero Club moves into its 102nd year and our skies are opening up again, we can for sure showcase South African aviation at its best. Have a fantastic time here, enjoy the competition as well as our unique South African experience and the hospitality of our nation!

Enjoy our skies and the friendships made.

Rob Jonkers
Chairman
Aero Club of South Africa



Rob Jonkers
Chairman
Aero Club of SA



Welcome

To all Competitors and Officials

On behalf of the Aero Club of South Africa, the South African Power Flying Association and the Brits Flying Club, I welcome you all to this the 22nd World Rally Flying Championships being hosted here in Brits South Africa.

As you all know South Africa has been yearning for the opportunity to host this event after 30 years when this event was held at Stellenbosch in 1991. It would have been so fitting to have had the event take place there as we had intended in 2020, when we were expecting 70+ teams to take part.

After significant planning had already been undertaken, sadly it was not to be. Another attempt was made in 2021, but we still could not get it going. Now finally, in 2022 we are actually here to hold the competition albeit with a smaller field, and we are very appreciative of all of you who have taken the time to join us.

The Stellenbosch area is very similar to European landscapes and would have been familiar to most. The bushveld where Brits is located is very different terrain with fewer landmarks to navigate by. Routes can be up north which is very flat with less features, or southwards towards the beautiful Magaliesberg hills. I am sure our route planners will have provided routes that you will all enjoy.

Planning such an event involves a huge amount of work, from getting all the planning permissions from the authorities to actual event planning all the various details, and would like to thank all the volunteers within SAPFA and the BFC for getting this all together in the recent months.

I wish everybody a great event. Be accurate on your timing, find those elusive photos and markers and bingo those landings!!

Rob Jonkers
Competition Director 22nd WRFC



Rob Jonkers
Competition Director
22nd WRFC





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THATCH HAVEN COUNTRY LODGE

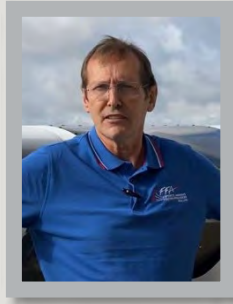
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Facebook: Thatch Haven Country Lodge

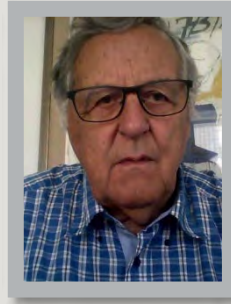
Meet the Judges



Germany
Ralf Grunwald
Chief Judge



France
Jacques Carriquiriberry
Chief of the Jury



Denmark
Vagn Jensen
Jury Member



Spain
Jesus Menargues
Jury Member



South Africa
Jacques Jacobs
Chief Local Judge



South Africa
Deon vd Berg
Deputy Local Chief Judge



Denmark
Annegrete Zobbe
International Judge



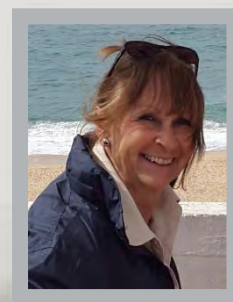
France
Phillipe Muller
International Judge



Czech Republic
Martin Hrivna
International Judge



Spain
Encamacion Linares Castro
International Judge



South Africa
Ursula Schwebel
International Judge



Czech Republic
Jiri Dodal
International Judge

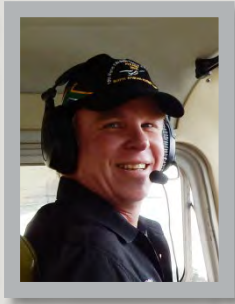


South Africa
Barbara Freibose
International Judge



South Africa
Leonie du Plessis
Judge Observer

Meet the Officials



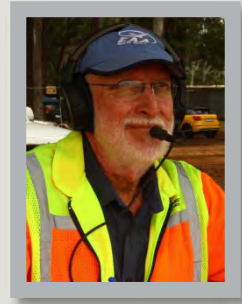
**South Africa
Rob Jonkers
Competition Director**



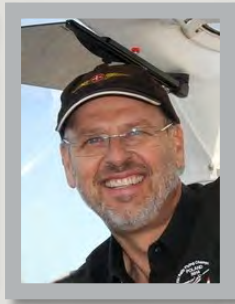
**South Africa
Frank Eckard
Route Planner**



**South Africa
Cally Eckard
Route Planner**



**South Africa
Nigel Musgrave
Safety Officer**



**South Africa
Martin Meyer
Scorer & Validations**



**South Africa
Mauritz du Plessis
Treasurer & Landings**



**South Africa
Stuart McDermid
Scrutineering**



**South Africa
Laura McDermid
Chief Scrutineer**



**South Africa
Marc Robinson & Shane Somerville
Technical Scrutineers**






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ICAO: FABS

GPS Coordinates: S25.533, E27.7756

Airfield Elevation: 3740 ft

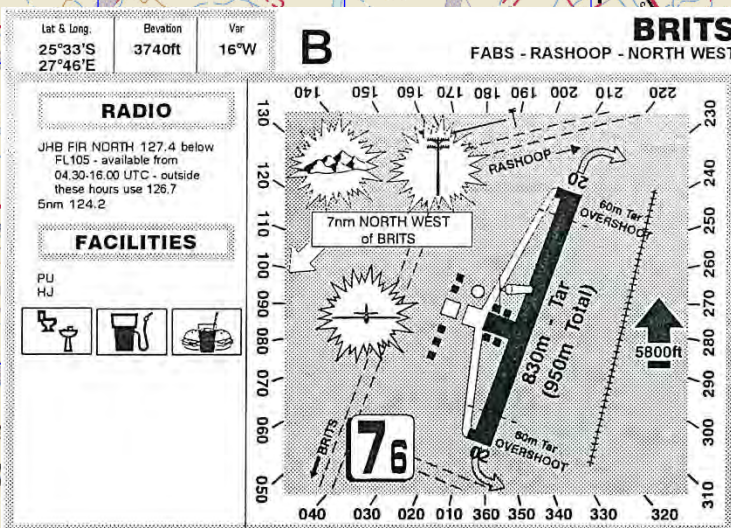
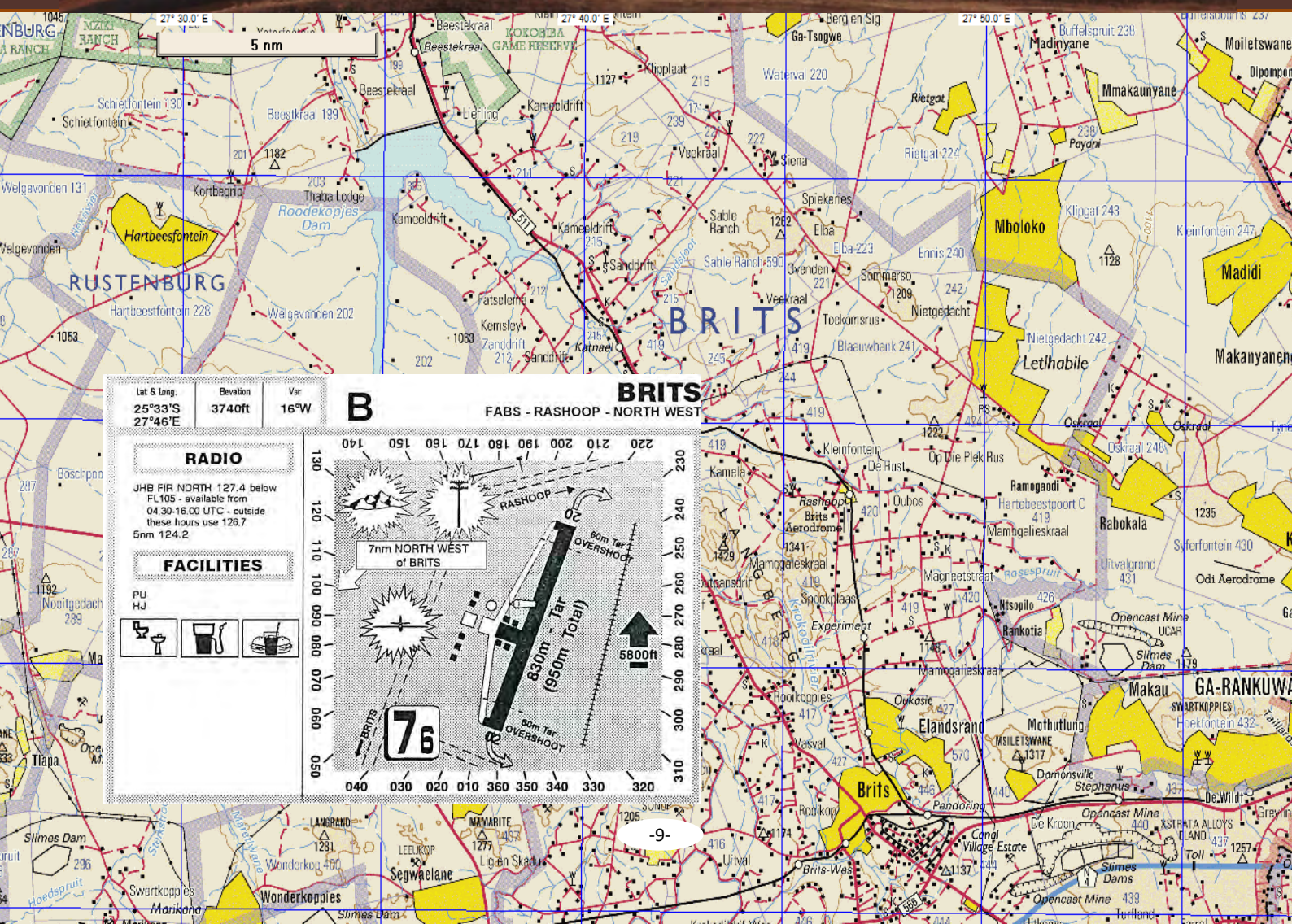
Airfield Frequency: 124.2 MHz

Airfield Runway: 02/20 asphalt – 950 m (RH Circuit for 02)

BRITS Airfield



- 1 – Briefing & Quarantine Hangar
- 2 – Debriefing & Scoring
- 3 – Registration & Competition Office
- 4 – Jury
- 5 – Tent, Meals, Drinks
- 6 – Fuel Bay
- 7 – Car Park



Programme

7 – 12 November 2022

Team Arrivals, Registration, Official Practice

13 November 2022

09h30 – Officials Briefing

11h00 – Competitors Briefing

15h00 – Opening Ceremony – Brits Airfield

16h00 – Cocktail & Meal – Brits Airfield

14 – 17 November 2022

Daily Competition Flights

18 November 2022

Rain Day, Excursions at own Planning

18h00 – Closing Ceremony &
Prize Giving – The Fatherland Estate

19 November 2022

Departures



Besoek ons
daaglikse
“Specials”

SMOKEY MOUNTAIN

H/v Hendrik Verwoerd & De Boer St, Brits

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History

The South African Power Flying Association (SAPFA) was formally formed in the 1980's. Prior to SAPFA coming into existence it was called the Aero Club of South Africa, which from 1920 represented initially power flying and later incorporated other Recreational Aviation disciplines. Over time these other branches of Recreational Aviation developed into Sections of the Aero Club.

The Power Flying Association's principal objectives are to encourage, develop and promote powered flying skills and actively to popularize the participation in sport flying in all its types. The association also represents power flying as a National Sport and is represented at the Fédération Aéronautique Internationale (FAI) for participation at International events.

SAPFA has a number of sport flying disciplines. Something for everybody who are into power flying and wants to do more than flying just from A to B or around the patch, and brings out the competitive edge in all the participants. From the prestigious President's Trophy Air Race to the fun filled easy going Adventure Rallies, there is something for everybody. In the early years competitive flying was started with the Governor General's Air Race, and evolved into navigation exercises and spot landing competitions.



SOUTH AFRICAN POWER FLYING ASSOCIATION

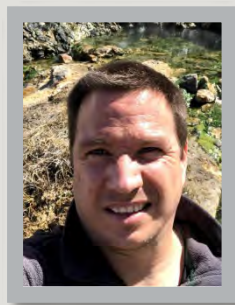
Competitor Teams



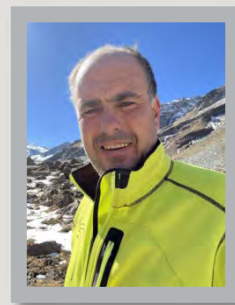
Austria
Walter Dworschak
Pilot



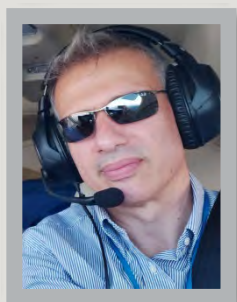
Austria
Michael Ridel
Navigator



Chile
Carlos Rocca
Pilot



Chile
Alex Schneider
Navigator



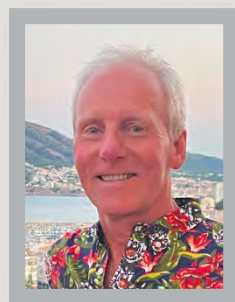
Cyprus
Andreas Solomou
Pilot



Cyprus
Christos Limnatitis
Navigator



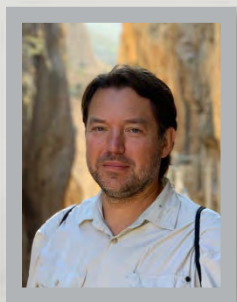
Cyprus
Modestos Meletiou
Team Manager



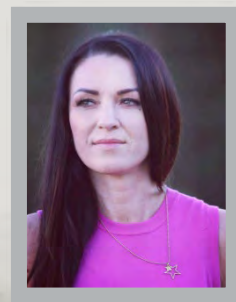
Norway
Kurt Norevik
Pilot



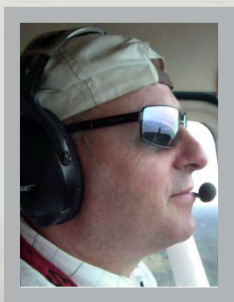
Norway
Ola Hatlestad
Navigator



Lithuania
Ignas Krivickas
Pilot



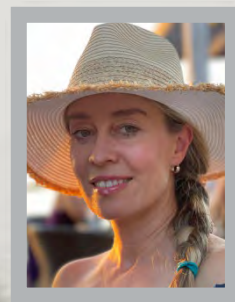
Lithuania
Kristina Zaronskyte
Navigator



Lithuania
Igor Pozamantir
Pilot

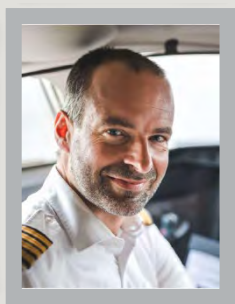


Lithuania
Inga Pozamantir
Navigator



Lithuania
Davia Krivickiene
Team Manager

Competitor Teams



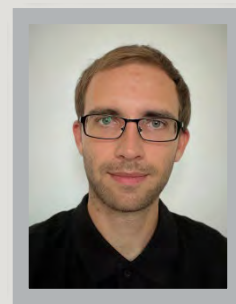
Czech Republic
David Cerny
Pilot



Czech Republic
Ivo Lengal
Navigator



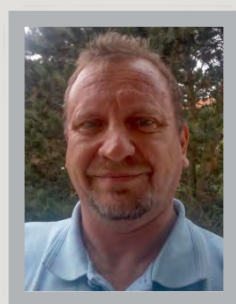
Czech Republic
Petr Jonas
Pilot



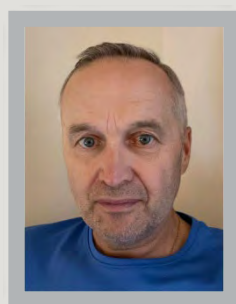
Czech Republic
Marek Velat
Navigator



Czech Republic
Tomas Rajdl
Pilot



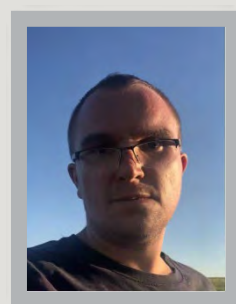
Czech Republic
Ondrej Pokorny
Navigator



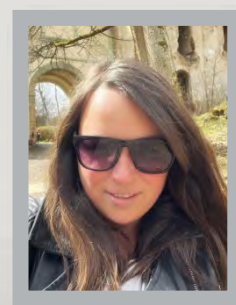
Czech Republic
Petr Opat
Pilot



Czech Republic
Jan Havlik
Navigator



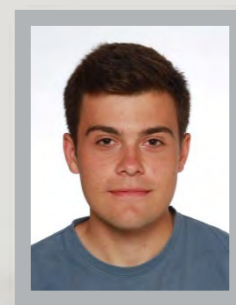
Czech Republic
Martin Cabejsek
Pilot



Czech Republic
Michaela Paskova
Navigator



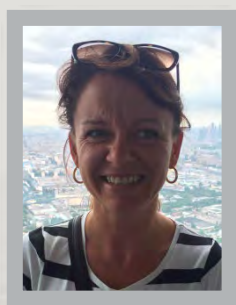
Czech Republic
Lukas Behounek
Pilot



Czech Republic
Krystof Bobek
Navigator

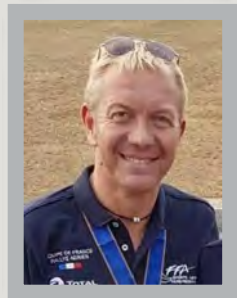


Czech Republic
Milos Fiala
Team Manager

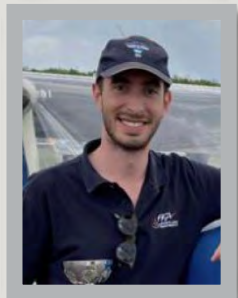


Czech Republic
Petra Opatova
Supporter

Competitor Teams



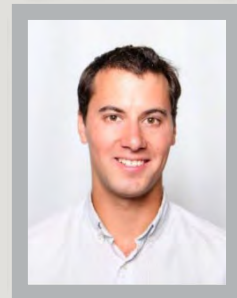
France
Alexis Fuchs
Pilot



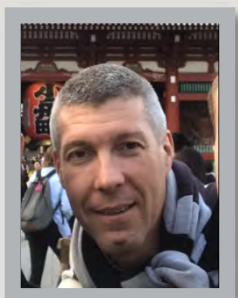
France
Jean-Baptiste Trouche
Navigator



France
Hugo Muller
Pilot



France
Herve Mouterde
Navigator



France
Olivier Riviere
Pilot



France
Jerome Jireau
Navigator



France
Eric Saphy
Team Manager



France
Loic Logeais
Supporter



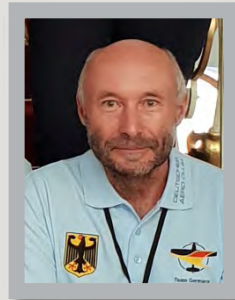
Competitor Teams



Germany
Arnold Grubek
Pilot



Germany
Doerthe Grubek
Navigator



Germany
Thomas Kirchner
Pilot



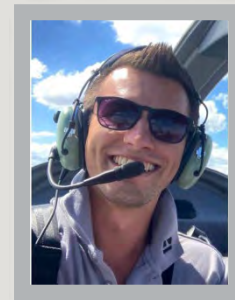
Germany
Carla Moses
Navigator



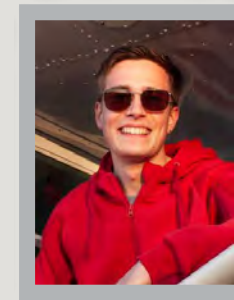
Germany
Ralf-Rainer Schmalstieg
Pilot



Germany
Eugen Scheuerle
Navigator



Germany
Robin Shearer
Pilot



Germany
Oliver Meindl
Navigator



Germany
Henry Franzkowiak
Team Manager



Germany
Walter Berger
Supporter



Competitor Teams



Poland
Janusz Darocha
Pilot



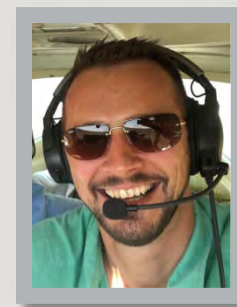
Poland
Zbigniew Chraszcz
Navigator



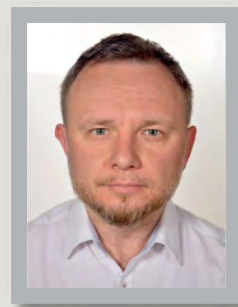
Poland
Krzysztof Wieczorek
Pilot



Poland
Kamil Wieczorek
Navigator



Poland
Michal Wieczorek
Pilot



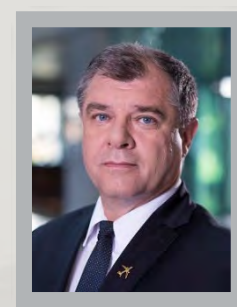
Poland
Marcin Kwiatosz
Navigator



Poland
Marcin Skalik
Pilot



Poland
Joanna Skalik
Navigator



Poland
Marek Kachaniak
Pilot



Poland
Lukasz Pawlak
Navigator

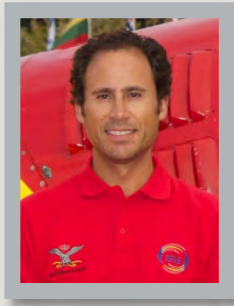


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- **AIRFIELDS**

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Competitor Teams



Spain
Juri Rabassa
Pilot



Spain
David Mas
Navigator



Spain
Vincente Nebot
Pilot



Spain
Carlos Aliaga
Navigator



Namibia
Henk Koster
Pilot



Namibia
Jacques Jacobs
Navigator





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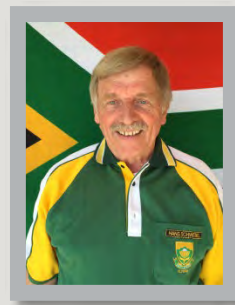
Competitor Teams



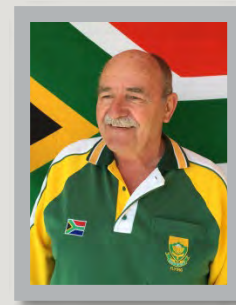
South Africa
Nigel Hopkins
Pilot



South Africa
Mary de Klerk
Navigator



South Africa
Hans Schwebel
Pilot



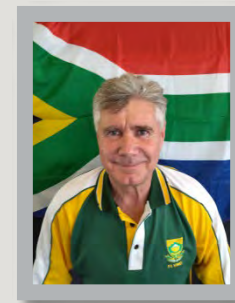
South Africa
Ron Stirk
Navigator



South Africa
Jonty Esser
Pilot



South Africa
Sandi Goddard
Navigator



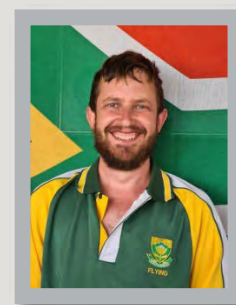
South Africa
Hendrik Loots
Pilot



South Africa
Jandre Loots
Navigator



South Africa
Daniel Kotzee
Pilot



South Africa
Frederik Kotzee
Navigator



Competitor Teams



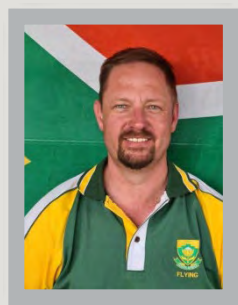
South Africa
Marko Nel
Pilot



South Africa
Leon Bouttelle
Navigator



South Africa
Alewyn Burger
Pilot



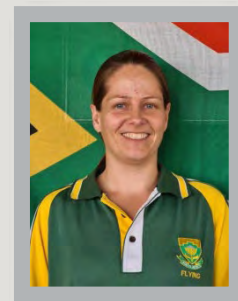
South Africa
Steven vd Merwe
Navigator



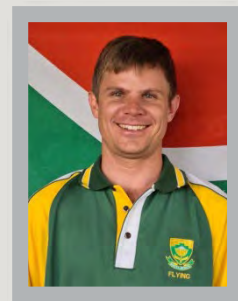
South Africa
Anthony Russel
Pilot



South Africa
Pamela Russel
Navigator



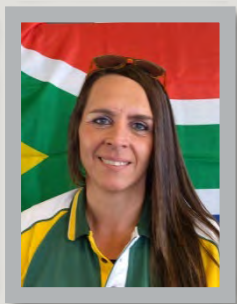
South Africa
Tarryn Myburgh
Pilot



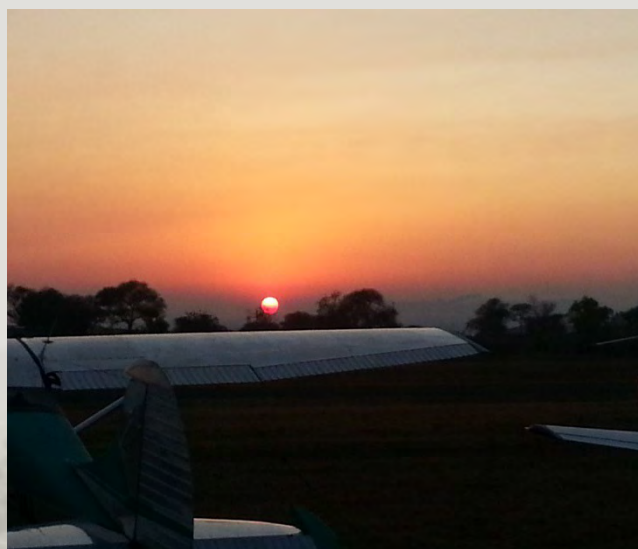
South Africa
Iaan Myburgh
Navigator



South Africa
Adrian Pilling
Pilot



South Africa
Adrienne Visser
Navigator



Rally Flying

The sport of Air Rally Flying is a two crew operation, with a pilot and navigator. The emphasis here is on accurate plotting and observation. The penalties are weighted accordingly. The navigator is given a sealed envelope 15 to 30 minutes prior to take off. The envelope contains clues for each turning point on the route. The navigator has to pin-point the turning points on the map based on these clues and in order to compute the track for the pilot to fly. This is often completed in the air and is a real challenge for the crew.



The pilot also has photographs to find and record the position of these on a special sheet. Photographs for the turning points are also supplied. These photographs may or may not be accurate, so giving you a true/false situation to contend with at each turning point. A GPS logger is placed into the aircraft for the flight. This enables the organisers to get a detailed printout of the actual track of the participant, as well as split second timings at turning points.



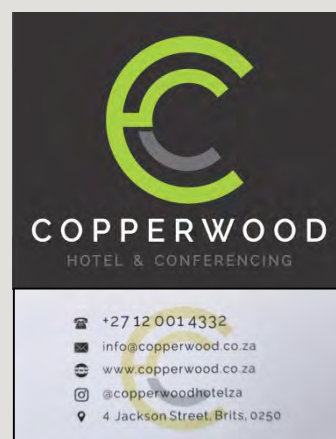
Then just as you thought that this was getting a bit hectic there may be an away landing to contend with as well as a return landing that will count for points. Timing is a critical aspect of the flight with most turning points being timed and again accuracy to the second is required. Well that sums up Rally Flying, if you can do all this it can only help improve your flying skills.



There are normally 5 – 6 rally events during the year, each event will cater for three classes of competitors, Sportsmans class – for new entrants wanting to try their hand and practice in advancing their skill, Advanced Class with a Protea Team member teaming up with a new entrant as a coach and Open Class who are Protea Team Members. There is a National Level competition held once a year to select an International Protea Team for either Rally or Precision. Once selected, the teams prepare for their International participation held at a different venue each year, mostly in Europe. South Africa has however, also twice hosted the WRFC in the past. In 1991 this event took place in Stellenbosch and then in 2003 in Rustenburg. And now, in November 2022 we are proudly hosting the 22nd World Rally Flying Championships, here in Brits, South Africa.



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Credits to our Photographers:

Willie Bodenstein
Russel Dixon-Paver
Garth Calitz





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