

REPORT ON 19th WORLD PRECISION FLYING CHAMPIONSHIPS TORUN, POLAND JULY 2009

1) INTRODUCTION

This report is prepared to record the preparation and participation at the 19th World Precision Flying Championships 2009. There was no Team Manager and team members were to share the role. The team was:

John Brunskill (Pilot)

Gordon Hughes (Pilot)

Daroish Kraidy (Pilot)

Funding assistance was as resolved at the Precision Flying Association AGM. \$6000 per flying team member.

2) ARRANGEMENTS

Matters that needed attention included:

Preliminary & Final Entries

Travel

Practice

Clothing & Uniforms

Aircraft Hire

Licencing- Sporting and Poland Validation

Data Loggers

3) ENTRIES- Preliminary entries were lodged prior to the deadline set by the organizers-and confirmation of these together with 3 sample 1:200,000 competition maps were received in July.

Entries together with relevant biographical details and arrival and departure dates were lodged in May via email. Payment was made by Treasurer Ted Mason.

4) TRAVEL-Arrangements were made by Daroish Kraidy to have pilots present at the first practice day of 14th July. Return arrangements were made to leave Warsaw on 25th on to arrive in NZ early on 29th July. The team all travelled with Air New Zealand to Shanghai and on Swissair to Warsaw via Zurich then by rail to Torun. Return was a reversal of those arrangements.

Individual members were reimbursed for basic return airfare early in July.

All these travel arrangements with arrival and departures were lodged with the Official Entries and Registrations.

5) NEW ZEALAND PRACTICE –Individual practice was over to the individual.

6) CLOTHING & UNIFORMS-after discussions with all team members and due to time constraints white and black (easy wash and dry) polo shirts, black caps and a windbreaker as for Austria were selected with shorts and trousers to individual selection together with formal black blazer, trousers and shoes with RNZAC or Silver Fern Tie for formal functions. All were embroidered with the words “New Zealand Precision Flying Team Poland 2009”

7) AIRCRAFT HIRE-due to the high cost of aircraft hire in Poland we explored the possibility of hiring aircraft in other countries including Denmark-the additional time needed to collect and return aircraft together with bad weather contingencies caused us to hire Aircraft in Poland Both aircraft were Cessna 150s @135 euros per flight hour tacho time, one was which was shared by Gordon & Daroish and to which was fitted Gordon's modified doors -which Daroish had panel beated, repainted and sign written with the words New Zealand). The aircraft were of a satisfactory standard

8) LICENCING –Sporting licenses were speedily obtained through the RNZAC . Copies of licences, medical certificates and copies of recent logbook entries were sent by email and Polish licence validation was obtained on arrival.

9) DATA LOGGERS-we all had 2 data loggers each originating from South Africa

10) PRACTICE POLAND

Flights were flown with 2 pilots in order to get to know the country. The 3 practice courses with photos were flown and were useful. Landing practice was adequate with both runways and left and right hand circuits being flown.

11) ACCOMMODATION All teams were at the Filmar Hotel. The standard of rooms and meals was good.

12) MEALS & REFRESHMENTS- these were of very good standard with 3 course lunches and dinners provided

13) COMPETITIONS-were well- run notable that the many timed points were mostly secrets –landings were held on the final day with Gordon the best team member with 34 points in 17th equal place, Daroish 29th and John 49th. In the team landing competition NZ came 6th out of 10 countries. Gordon was asked to present the New Zealand Trophy to the winning team in the landing competition. Overall results are available on this web site www.pfc2009.pl

14) RESULTS-copies are attached-.Daroish was best performer in 23rd place followed by John and Gordon in 52 and 46 places respectively out of 61 competitors. As a team New Zealand came overall 7th out of 10 countries.

15) REVIEW-from our viewpoint the event and preparation went off well-the team members all got on well together and mixed well socially. The results may have been less than hoped for but the advantage is that we have again been exposed to top level competition and we have a new member in John who is improving with every outing. It is apparent that our isolation is a disadvantage and that regular international competition is required if we are to perform at our potential which could be at the highest level. To offset this team members are coming up with several suggestions both to improve standards and to encourage wider participation.

A major problem is the shortage of people to organize future events. With the experience gained in Austria and Poland and the use of Data loggers course setting should be easier-but photo and ground targets are needed prior to International events.

16) 20th WPFC ???? 2011-If a team is to go a minimum of 4 pilots should be selected so an “Off day” performance would not detrimentally affect the Team Score. Selection should be based on best performance and for “blooding” new recruits both with a view from performance and organization abilities

18) TEAM MANAGERS ROLE-it would be worthwhile for a written description of duties to be prepared to assist. Items to be covered should include

- Team composition
- Preliminary entries
- Financial assistance
- NZ Practice & Training
- Official Entries
- Travel
- Sporting Licences and Licencing
- Aircraft Hire
- Clothing & Uniforms
- Transport
- Giveaways & Stickers
- Overseas Practice
- Payments for Fuel and Aircraft
- Landing scoring
- Briefings
- Competition Day Transport
- Queries and Protests
- Payments Certification
- Post Event Report

19 FINANCIAL REPORT

Payments incurred for each team member is attached separately

John Brunskill, Gordon Hughes & Daroish Kraidy, Team Members
29th July 2009