



World Flying Championships 2004

14th WRFC and 16th WPFC - Herring Denmark

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Greetings from His Royal Highness Prince Henrik of Denmark

Protector of Royal Danish Aeroclub

Det er med særlig glæde jeg igen kan byde velkommen til Danmark til et verdensmesterskab indenfor motorflyvning – denne gang et dobbelt verdensmesterskab, der afvikles for første gang samtidig.

Jeg er glad for, at The World Airsport Federation valgte Danmark til afvikling af det dobbelte verdensmesterskab. Det giver os mulighed for at flest mulige får lejlighed til at stifte bekendtskab med danske forhold.

Der stilles stadig større krav til gennemførelse af både kommerciel og privat flyvning, Det er derfor vigtigt for flyvesikkerheden, at der fortsat er interesse for på sportslig basis at konkurrere indenfor disciplinerne Rally Flying og Precision Flying.

Jeg sender alle konkurrencedeltagere og alle der har arbejdet med planlægning af disse verdensmesterskaber min bedste hilsen.

*Henrik
Prins af Danmark*

It is a special pleasure for me to welcome to Denmark once again a World Championship within motor flying – this time a double World Championship that is held in combination for the first time.

I am pleased that The World Airsport Federation chose Denmark to arrange the double Championship. It offers us opportunity to give as many as possible a chance to become acquainted with the state of Danish conditions.

Still increasing demands are presented to the performance of both commercial and private aviation. That is why it is important for flight safety that there is a continued interest in a sporting manner to compete within the events of Rally Flying and Precision Flying.

I send all competitors and everyone who has worked with planning of these World Championships my best regards.

*Henrik
Prince of Denmark*



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Velkommen til Herning

På byens vegne er det mig en stor glæde at byde velkommen til Herning i forbindelse med det 14. verdensmesterskab i rallyflyvning og det 16. verdensmesterskab i præcisionsflyvning, det første dobbelte verdensmesterskab nogensinde.

Med afsæt i Hernings flyveplads - Skinderholm - håber jeg, at deltagerne vil få masser af luft under vingerne, mens de udfordres højt over Midtjylland. Her håber jeg, at de - trods konkurrencen - vil få tid til at se på Herning, hvor der for tiden er en voldsom byggeaktivitet bl.a. med nye motorveje på tre sider. Ud over at nyde Herning fra luften bliver der forhåbentlig også tid til at nyde naturen med skove, søer, landbrug og fredede områder, alt sammen mellem tvende have som Danmarks nationaldigter H.C. Andersen skrev i sin berømt hyldestsang til Jylland.

Hvert år får Herning besøg af over 800.000 gæster, primært til arrangementer i vort messecenter, men også i Kongrescenter, på vores nye stadion og på museerne, hvor specielt cobrakunstneren Carl-Henning Pedersens museum skal nævnes. Trods dette er det ikke hver dag, at vi kan byde velkommen til deltagere fra over 20 nationer til hele to verdensmesterskaber. Herning er meget stolt over at kunne huse dette arrangement, specielt taget i betragtning, at det er første gang, at verdensmesterskaberne i både præcisions- og rallyflyvning afvikles sammen.

Med håbet om nogle begivenhedsrige dage i, over og omkring Herning, vil jeg ønske såvel deltagere som ledsagere og arrangører to rigtige gode stævner - lykke til.

*Lars Kraup
Borgmester*

Welcome to Herning

On behalf of the City of Herning it is a great pleasure for me to welcome everyone in connection with the 14th World Rally Flying Championship and the 16th World Flying Precision Championship ever.

With take-off from Herning Airfield - Skinderholm - I hope that the competitors will get plenty of air under their wings, as they are challenged high above Middle Jutland. Here I hope that they - in spite of the competition - will find time to look



at Herning, where a lot of construction activity is carried out on three sides. In addition to enjoying Herning from the air hopefully there will be time to enjoy the nature with woods, lakes, farms and protected areas 'between twain seas' - as Denmark's national poet H. C. Andersen wrote in his famous song of tribute to Jutland.

Every year Herning is visited by more than 800.000 guests primarily at fairs in our convention centre, but also in the Congress Centre, in our stadium and in the museums where the museum of the cobra artist Carl-Henning Pedersen must be mentioned in particular.

In spite of this we cannot welcome participants from over 20 nations every day to two world championships. Herning is very proud to be able to accommodate this event - especially considering that it is the first time that both precision- and rally world championships are held in combination.

With the hope for some eventful days in, over and around Herning I wish contestants as well as companions and organisers two really good rallies - and good luck.

*Lars Krarup
Mayor*



*Front page picture:
This vintage aircraft will be joining the competition. The Danish manufactured Kramme & Zeuthen - KZ 3 - has flown since 1946. It is owned by Lago Laumark-Møller. Here seen at the location of World Flying Championships 2004 - Herning Airfield*

World Flying Championships 2004
Udgivet i anledning af det 14. verdensmesterskab i Rally- og det 16. verdensmesterskab i Præcisionsflyvning i Herning 14.-25. juli 2004.
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Kongelig Dansk Aeroklub: - Vi er stolte...

På Kongelig Dansk Aeroklubs vegne er jeg glad for at kunne byde velkommen til VM 2004. Med dette års verdensmesterskab skrives der historie, idet det er første gang der afvikles 2 verdensmesterskaber samtidig, både VM i rallyflyvning og VM i præcisionsflyvning.

Vi er stolte af at få dette arrangement overdraget og skal gøre vort bedste for at indfri de forventninger som piloter og officials måtte have til de udfordringer, der ligger i at deltage i internationale konkurrencer.

Der vil sikkert være adskillige deltagere, der vil nikke genkendende til både faciliteter og danske bekendte. Jeg håber disse, på tværs af nationaliteter, sammen med nye deltagere vil få gode sportslige og kammeratlige oplevelser. I ønskes alle en god konkurrence.

Aksel C. Nielsen
Formand
FAI-vicepræsident



Royal Danish Aeroclub: - We are proud...

On behalf of the Royal Danish Aeroclub it is with great pleasure I welcome you to World Championships 2004.

This year's Championships is historical, because it is for the first time 2 championships will take place, at the same time at the same place, both Rally Flying and Precision Flying.

We are very proud of being elected as a host for these championships. We will do our best to meet the expectations to the challenges in participating in international competitions you may have as a pilot or an official.

Hopefully some competitors will recognize old friends and well known facilities.

I do hope, across nationality, that you together with new friends will meet attractive sport and friendly experiences. I wish you all a fair competition.

Aksel C. Nielsen
President
FAI-vicepresident

Greetings from the President of General Aviation Commission

I am very happy as GAC President that the Royal Danish Aeroclub will host the 16th FAI World Precision Flying and 14th FAI World Rally Flying Championship in 2004.

Your country is very active in air sports and we are glad to be back in Herning after the 1995 FAI World Rally Flying Championship.

It is a pleasure for us in this difficult international situation for air sports and aviation in general to show once again that we all belong to the same family, and that our sport brings people together from all over the world.

For the first time in a FAI World competition, both Rally and Precision Flying



will be combined at the same time and at the same place. We hope that this change will allow more countries and competitors to participate. A special effort was made by the organisers and GAC to allow to fly both competitions in favourable economical conditions.

I am convinced that we shall have a well organised and successful World Precision

Flying and Rally Championship with a high number of participating nations and competitors.

I look forward to seeing you soon in your friendly country, with its great tradition of hospitality.

Pierre PORTMANN,
President, General Aviation Commission
of FAI

Konkurrenceflyvning en nordisk opfindelse

Af Ottar Teigland, Norge, international dommer

Den mest kendte form for konkurrenceflyvning for små fly er antagelig aerobatics – eller kunstflyvning, som det normalt kaldes. Der arrangeres både nationale og internationale mesterskaber, inklusiv nordisk mesterskab i aerobatics. For at kunne flyve og deltage i disse konkurrencer skal man have et fly med særlig konstruktion og udvidet certifikat.

Der er dog en anden form for konkurrenceflyvning, der har større udbredelse blandt piloter, men ikke er ligeså kendt blandt almindelige mennesker. Denne konkurrenceform kaldes præcisionsflyvning. Når den ikke er så alment kendt skyldes det, at den er mindre spektakulær og mindre publikumsvenlig.

Der arrangeres både verdens- og europamesterskaber i præcisionsflyvning. Vi kan faktisk være lidt stolte af, at oprindelsen til denne konkurrenceform er en videreudvikling af nordisk mesterskab. Konkurrenceformen er i store træk den samme, som blev indledt i begyndelsen af '50erne, idet der dog var været behov for nogle ændringer og moderniseringer.

Det første verdensmesterskab blev afviklet i 1975 i Gävle i Sverige og det var som et udvidet nordisk mesterskab. Det første europamesterskab blev holdt i 1982 i Östersund i Sverige. EM og VM har siden været afviklet hvert andet år - VM afvikles i år i Herning for 16. gang, idet Danmark også var vært i 1989, da det foregik i Skive.

Denne konkurrenceform er som navnet siger baseret på præcision og bedømmes ud fra pilotens afvigelse ud fra det helt korrekte. Konkurrencen er delt i tre hovedelementer: Navigation inklusive en driftsflyveplan, observation og landingskonkurrence.

Planlægning af turen

Piloten begynder med at planlægge den forestående flyvning. Deltageren for udleveret et kort med de forskellige vendepunkter markeret og nummereret. Frem til '80erne måtte piloten mærke ruten op på sit eget kort – baseret på et masterkort, som var hængt op i beregningslokalet. Pilotens opgave er at beregne flyvetider mellem hvert vendepunkt. Denne beregning foretages altid under forudsætning af, at det blæser, og baseres på en vind og retning opgivet af konkurrenceledelsen.

Helt frem til udgangen af '70erne var der ingen begrænsninger med hensyn til brug af hjælpemidler, men i dag må ingen elektroniske hjælpemidler anvendes. Selve beregningstiden er begrænset til 20 minutter, men det er tilladt, at piloten sidder i



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beregningslokalet yderligere 30 minutter for at lave optegnelser i kortet.

Det er selvfølgelig muligt, at pilotens beregning af turen ikke er korrekt, og derfor er uanvendelig til den praktiske flyvning. For at undgå, at piloten skal flyve efter forkerte værdier, bliver hans beregning byttet med en korrekt driftsflyveplan, som piloten flyver efter.

Efter udført planlægning og nøjagtigt 1 time og 15 minutter efter at beregningen blev indledt, skal flyet forlade flyvepladsen for at flyve ud på den aftalte rute. Ruten har et startpunkt, som ligger ca. 5 minutters flyvning fra pladsen. Dette punkt og alle vendepunkter – 6-7 stykker – samt mål, skal passeres så nøjagtigt som muligt efter den beregnede tid ifølge flyveplanen.

6-8 fotos og 15-20 mærker i terrænet

Samtidig med at der skal der flyves efter bestemt tid og rute, skal piloten også spejde efter steder og objekter i terrænet i overensstemmelse med nogle fotografier, som er taget på ruten. Piloten får billederne lidt tid før starten for at kunne genkende dem. Antallet af fotos kan varieres, men det er normalt på 6-10. Billederne er nummereret, og piloten skal markere i kortet, hvor de udleverede billeder er taget undervejs på ruten.

Endelig skal piloten holde øje med nogle mærker, som er udlagt på ruten. Disse mærker findes ved alle vendepunkter og desuden undervejs – i alt er der mellem 15 og 20 mærker til VM.

Som om alt dette ikke var rigelig at holdes styr på, bliver der også taget tidskontrol i forbindelse med flyvningen. Disse kontroller er delvis placeret i forbindelse med vendepunkterne, dels vilkårligt på track mellem vendepunkterne. Strafpunkter bliver beregnet ud fra tidsafvigelsen ved kontrolpunkterne. Helt indtil for et par år siden blev tidskontrollen udført af personer på kontrolposterne. Postmandskaberne var udstyret med sigteudstyr og et stopur, så de kunne tage tiden for passage af kontrolposterne meget nøjagtigt. Denne metode bliver stadig anvendt i forbindelse med lokale konkurrencer, med ved større og ved alle internationale konkurrencer bliver tiden nu kontrolleret ved, at hvert fly medbringer en GPS baseret flight logger. Den sladrer ikke alene helt nøjagtigt om tiden ved kontrolpunkter, men den fløjne rute tegnes også ud på et kort, efter at data fra turen er indlæst i en pc.

For hvert foto og mærke gives strafpoints, hvis piloten ikke har opdaget dem eller plottet dem korrekt ind på kortet. Hvis piloten har placeret foto eller mærke forkert eller har gættet på placeringen, gives 50 pct. flere strafpoints, end hvis de ikke var tegnet ind.



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Den tredje disciplin i forbindelse med præcisionsflyvning er landingskonkurrencen. Her skal udføres fire landinger inden for et opmærket felt på landingsbanen. Det optimale er at kunne sætte hovedhjulene ned på et tydeligt afmærket, 2 meter bredt felt på banen. Hvis det lykkes, vanker der ingen strafpoints. Landinger enten før eller efter dette felt bliver straffet, idet antallet af strafpoints er afhængig af landingens afstand fra nul-feltet. De fire landinger er indbyrdes lidt forskellige, fra en helt almindelig motorlanding til flere former for simulerede nødlandinger.

Den mest anvendte metode til at måle afstanden mellem nul-feltet og den aktuelle landing består i, at afstanden fra nul-feltet bliver mærket op med streger på tværs af banen med en bestemt afstand i meter. For at kunne bedømme det rigtige touch-down må der ved denne type landinger placeres en del dommere langs banen for at foretage en visuel bedømmelse.



I forbindelse med de store konkurrencer som EM og VM er der krav om, at der benyttes elektronisk måling. Dette foregår med en slags sensor kabler som lægges ud på tværs af landingsbanen med en meters mellemrum.

Efter at alle discipliner i konkurrencen er udført, bliver antallet af strafpoints lagt sammen, og piloten med det laveste antal vinder. I mange tilfælde kåres også vindere i de enkelte discipliner.

Denne forklaring af konkurrencereglerne er ikke fuldstændig.

De nationale danske regler for konkurrenceflyvning kan hentes via nettet på Dansk Motorflyver Unions hjemmeside www.flyvdmu.dk.

De internationale regler styres via privatflyvernes internationale organisation FAI og GA-flyvningens organisation General Aviation Commission herunder.

Disse regler kan kun ændres i forbindelse med organisationens årlige møde.

Tour de Scandinavia - da det hele begyndte

De moderne mesterskaber i konkurrenceflyvning med anvendelse af moderne satellitkommunikation er en videreudvikling af konkurrencer, der først blev udviklet i Skandinavien. Men da de første verdens- og europamesterskaber blev holdt første gang i Sverige for 30 år siden, var der allerede gået et halvt århundrede siden de skandinaviske piloter for begyndte at konkurrere indbyrdes.

Hvem der egentlig var arrangør af disse konkurrencer er lidt uklart, men hele oplægget og forberedelsen blev organiseret og aftalt pr. brev mellem de aktuelle deltagere i Danmark, Norge og Sverige. Når alle forberedelser var klar og starttidspunktet var aftalt, begyndte konkurrencen på følgende vis:

Deltagere fra Danmark begyndte fra København og fløj den hurtigste rute til Oslo. Deltagere fra Norge startede fra Oslo og fløj den hurtigste rute til Stockholm. Deltagere fra Sverige startede fra Stockholm og fløj den hurtigste rute til København. Efter ankomst til destinationen – enten samme dag eller når vej og mekanik tillod det – fortsatte turen til næste hovedstad. Når turen var slut, og piloten nåede frem til udgangspunktet, opsøgte han den nærmeste telegrafstation og sendte telegrammer til de to andre start- og ankomststeder. Vinder var den, der først sendte sit telegram.

Tour de Scandinavia - when flying was young

Modern competitive flying has come a long way since the first World- and European Championships were arranged. The first World Championship in Precision Flying was in fact an extended Nordic Championship in Gävle in Sweden in 1975, and the first European champ was found in Östersund also in Sweden in 1982.

But early days in flying competition go back way further with another half century. Tales from the first competitions originate in the 20ies and are a little vague, and no one seems to know who actually arranged the duels in the air. Sometime in the inter-war period pilots from the three Scandinavian countries did however begin to arrange the competitions via mail with fairly simple rules.

When all participants were ready they agreed upon a time for take-off. Pilots from Denmark started out from Copenhagen and flew the fastest route to Oslo. Pilots from Norway took off from Oslo and flew the fastest track to Stockholm. And pilots from Sweden took quickest route to Copenhagen.

Upon arrival to the first destination – either the same day or when weather and mechanics permitted – the tour continued to the next capital. When the round tour was complete, the pilot took a last trip to the local telegraph station and sent telegrams to the other two capitals. Whoever sent the telegram first, was the champion.

We map

- the 14th World Rally Flying Championship
 - the 16th World Precision Flying Championship
- ## and welcome all the participants

Flight safety is one of the high priority issues on the agenda of the Civil Aviation Administration – Denmark (CAA-DK). We are pleased to note the existing high level of safety in Denmark and we continue our efforts to achieve even better results.

We realise that open dialogue and close co-operation between authorities and all actors in aviation are prerequisites for high level of flight safety. That is why we launched – in 2001 – a programme for discussion of flight safety issues on a regular basis with the Flight Safety Council of Denmark and voluntary pilots from flying clubs all over the country. Through the programme, knowledge and experience in flight safety matters are exchanged in an efficient and targeted way.

The Civil Aviation Administration - Denmark's main task is to regulate the performance of and to supervise civil aviation. In our inspection with Danish aviation we supervise the conditions which, put together, contribute to the high level of flight safety, including aircraft construction, technical maintenance, the actual flight operation, training of personnel, air traffic control and security at aerodromes. Read more on www.slv.dk.

Another important initiative has been the introduction of a mandatory and non-punitive scheme for reporting of safety related occurrences. Analysis of the reports enables us to identify tendencies, report our findings and implement possible corrective actions before the accident takes place.

We appreciate and support the two Championships and we wish you safe flights and a really good time.

Jury President back where he took off in '81

Greetings from Howard Cox

I was surprised, but delighted to be asked to be the President of the FAI Jury for the 14th World Rally Championships and 16th World Precision Flying Championships.

It is quite gratifying to be able to give something back to the sport on the organisational side after more than 20 years of participation with the British Team.

During this time there have been many technical changes to the sport, the most notable being the introduction of the landing scoring systems and GPS time recorders, but what has never altered is the comradeship and good sportsmanship amongst all competitors and officials, something that we should feel very proud about.

The first International Championship I took part in was also at Herning in 1981 when I was one of four British pilots invited to take part in that year's Nordic Championships.

Then as now our hosts, The Royal Danish Aeroclub and the Herning Aeroclub gave a very warm welcome to Herning and to Denmark.



Howard Cox

It is no easy task to organise a major championship so I would like to take this opportunity on behalf of all the teams and officials to thank Vagn Jensen and his cohort of staff for what will undoubtedly be a competitive and enjoyable Championship.

Happy Flying and the best of luck to every competitor.

Præsidenten vender tilbage til åstedet...

»Jeg var overrasket, men glad, da jeg blev bedt om at være Præsident for FAI-jurien«, siger Howard Cox, der har været med på det britiske hold i mere end 20 år. I den tid er der sket mange tekniske ændringer i sporten, men det har aldrig ændret på det gode kammeratskab og sportsånden blandt deltagerne.

»De første internationale mesterskaber, jeg deltog i, foregik også i Herning i 1981, da jeg var en af fire britiske piloter, der var inviteret til at deltage i de nordiske mesterskaber. Da - som nu - gav vore værter, Kongelig Dansk Aeroklub, os en varm velkomst«, siger Cox og sender en varm hilsen til Vagn Jensen og hans mandskab, der organiserer mesterskaberne.

Jury members:

Jiri Dodal, Czech Republic
Jan Chudy, Slovakia



Jiri Dodal

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International Chief Judges

- Rally Flying Competition

Heinrich Linkogel, Germany

Former Jet-pilot, German Air Force

Flying hours: 4000+

Instructor pilot, motor and glider

Member of »Deutscher Aero Club, Motorflygkommission«.

International Chief Judge in Ravenna, Krakow, Prag, and Herning.



Heinrich Linkogel

- Precision Flying Competition

Andrezej Osowski, Poland

Airline pilot. Has been participating in World and European Precision and Rally Flying Competition since 1984 as a team manager, coach, member of jury and last World Championship as President of the Jury. »My first passion is flying, second also flying - my job and my hobby.«



Andrezej Osowski

International Judges

Demetrakis Hadjidemetriou, Cyprus

School Teacher,

Commercial pilot for 21 years.

Air Rally Route Planner for Cyprus Championships last 5 years. International Judge for 4 years



Demetrakis
Hadjidemetriou

Martin Hrivna, Czech Republic

Education: Special Secondary School

Competitor with the WRFC in Denmark 1995, ERFC in Czech Republic in 1996, the 1st World Air Games in Turkey 1997.

2001 International Judge at 2nd WAG in Spain, International Judge at WPFC in Croatia and ERFC in Czech Republic 2002, International Judge at EPFC in Austria 2003

Frantisek Zelezny, Czech Republic

Profession: Retired

Josef (Jacques) Erasmus Jacobs, South Africa

Profession: Policeman

Guillermo Schwarzenberg, Chile

Profession: Mechanical Engineer

Competition Management

Competition Director	Vagn Jensen
Secretary	Annegrete Zobbe
Route Planning Director	Olaf Skov Hansen
Route Planning Assistant	Alex Hansen
Competition Staff Manager	Jørgen Peter Israelsen
Herning Motorflyve Klub	Kirsten Klærke-Hansen
Local Chief Judge /Rally	Carl Erik Mikkelsen
Local Chief Judge /Precision	Peter Andersen
Technical Manager	Henning Andersen
Aircraft Hire	Dagmar Theilgaard
Public Relations	Arne Panduro
	Knud Larsen
Sponsorships	Allan Hansen
Accommodation	Jørgen Olsen
Airport Management	Gunnar Møller
Airfield Preparation	Alex Hansen
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FAI World Rally Flying Championships

Overall individual results 1976 - 2003

2003	South Africa Rustenberg	1. Hopkins/ de Klerk (SA) 2. Darocha/Chrzaszcz (PL) 3. Strube/Sicard (FR)
2001	Spain Cordoba	1. Darocha/Chrzaszcz (PL) 2. Wieczorek/Wieczorek(PL) 3. Tremblet/Bertainer (FR)
1999	Italy Ravenna	1. Wieczorek/Wieczorek(PL) 2. Darocha/Chrzaszcz (PL) 3. Hopkins/ de Klerk (SA)
1997	Turkey Antalya	1. Wieczorek/Wieczorek(PL) 2. Darocha/Chrzaszcz (PL) 3. Skalik/Michalski (PL)
1995	Denmark Herning	1. Skalik/Michalski (PL) 2. Darocha/Chrzaszcz (PL) 3. Wieczorek/Zawlocki (PL)
1993	Chile Chillan	1. Darocha/Chrzaszcz (PL) 2. Cihlar/Touzimsky (CZ) 3. Skalik/Michalski (PL)

1991	South Africa Stellenbosch	1. Darocha/Chrzaszcz (PL) 2. Skalik/Michalski (PL) 3. Wieczorek/Wieczorek(PL)
1988	UK Northampton	1. Skalik/Michalski (PL) 2. Nycz/Wieczorek (PL) 3. Pepper/Barnes (UK)
1986	Spain Castellon	1. Lenartowicz (PL) 2. Euqui Aquado (ESP) 3. Nycz (PL)
1984	Italy	1. Luigi Ferri (ITL) 2. Witold Swiadek (PL) 3. Wooldridge (UK)
1980	Germany Aschaffenburg	1. Swiadek/Korzeniowski (PL) 2. Höfling/Amtmann (GER) 3. Lickerbauer/Meszaros (A)
1978	UK Coventry	1. Husemann/Westerbarkey (GER) 2. Swaidek/Korzeniowski (PL) 3. Brost/Böttger (D)
1976	Switzerland Grenchen	1. Le Roux/Le Roux (FR) 2. Conzelman/Klink (GER) 3. Dittes/Rettig (GER)



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FAI World Precision Flying Championships

Overall individual results 1975 - 2002

2002	Croatia Zagreb	1. Lubos Hajek (CZ) 2. Januz Darocha (PL) 3. Predraq Crnko (CRO)
2000	Sweden Västerås	1. Jiri Jakes (PL) 2. Mats Warstedt (SWE) 3. Januz Darocha (PL)
1999	New Zealand Hamilton	1. Januz Darocha (PL) 2. Daroish Kraidy (SA) 3. Jiri Jakes (CZ)
1996	USA Fort Worth,Tx	1. Januz Darocha (PL) 2. Mats Warstedt (SWE) 3. Thomas Hennig GER)
1994	Czech Republic Karlovy Vary	1. Januz Darocha (PL) 2. Waclaw Wieczorek (PL) 3. Waclaw Nycz (PL)
1992	Poland Deblin	1. Waclaw Nycz (PL) 2. Krzysztof Wieczorek (PL) 3. Frantisek Cihlar (CZ)
1990	Argentina Rio Cuarto	1. Wtodzimierz Skalik (PL) 2. Janoz Darocha (PL) 3. Waclaw Wieczorek (PL)

1989	Denmark Skive	1. Janos Darocha (PL) 2. Wtodzimierz Skalik (PL) 3. Michalski Ryszard (PL)
1987	Finland Nummela	1. Waclaw Nycz 2. Wtodzimierz Skalik (PL) 3. Januz Darocha (PL)
1984	USA Kissimee, Fl.	1. Waclaw Nycz (PL) 2. Jan-Olof Friskman (SWE) 3. Januz Darocha (PL)
1983	Norway Skien	1. Krzysztof Lenartowich (PL) 2. Jan Baran (PL) 3. Arne Nylén (SWE)
1981	UK Nottingham	1. Lars Tomas Krave (SWE) 2. Krzysztof Lenartowich (PL) 3. Edward Popiolek (PL)
1979	Canada Saint Hubert	1. Arne Nylén (SWE) 2. Alfred Luckerbauer (A) 3. Heimo Nieminen (FIN)
1977	Austria Wels	1. Lars Tomas Krave (SWE) 2. Lafferty (USA) 3. Bauer (A)
1975	Sweden Gävle	1. Jan-Olof Friskman (SWE) 2. A. Caspersen (NOR) 3. G. Gunnarsson (SWE)

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Hertz



The crew behind the scene in Herning. Seen from left in the back: Kirsten Klærke-Hansen, chairman of Herning Motorflying Club, route Planner Olaf Skov Olesen, Hanne Andersen, catering, liason officers to Herning Municipality Elo Jensen and Victor Jensen. In front: Peter Andersen, competitor and local chief judge, Annegrete Zobbe, secretary, Vagn Jensen, Competition Director and Allan Hansen, competitor and contact to the Danish pilots in the World Championships

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The crew behind the scene in Herning

Once upon a time in the dark Nordic winter of 2003-04 a small group of Danish aviation enthusiasts met in the facilities of Herning Motorflying Club to undertake a massive task. The grand old man of Danish competitive flying, Vagn Jensen, had on behalf of the Royal Danish Aero Club secured the hosting of the first double World Championships in Competitive Flying.

Fortunately he did have a location and task force in mind. The brave men and women in Herning were the most experienced within the field - with a range of national and international events. And the successful World Rally Flying Championships of 1995.

Herning Motorflying Club recently celebrated

its 40th anniversary and today boasts 80 members - many will be enrolled for the double championships.

Herning Airfield also hosts a club of ultralight pilots, and a glider aviation club that will be assisting with manpower and facilities during the World Championships.

In addition to key crew members seen in the picture left, competitors at the Championships will meet Palle J. Christensen (right), normally Air Traffic Controller at nearby Karup Airport - and radio operator during the events. And Bent Rysbjerg (right), chairman and director of the championship facilities.



Palle J. Christensen



Bent Rysbjerg

Greetings from the Competition Director

Denmark har en lang tradition for rally- og præcisionsflyvning. Udover hvert år at arrangere DM i præcisionsflyvning og AIR PB Rally, så arrangerer vi også hver 4. år nordisk mesterskab i præcisionsflyvning.



I 1989 var vi vært for det 8. verdensmesterskab i præcisionsflyvning, som var i Skive, og i 1995 det 9. verdensmesterskab i rallyflyvning, som var i Herning. Efter opfordring fra FAI/GAC arrangerer vi nu begge mesterskaber samtidigt.

Ideen er, at man kan spare rejseomkostninger, og at man på en nemmere måde kan deltage i en disciplin, man ikke før har prøvet. Vi har fra KDA og

Herning Motorflyveklub gjort vores bedste for at verdensmesterskaberne skal leve op til høj international standard.

Vi håber, at alle deltagere, piloter, jury, dommere og ledsagere må få gode minder med hjem fra Herning.

Velkommen til Herning

Vagn Jensen

Competition Director

Denmark has a long tradition for rally- and precision flying. Besides organising the Danish Nationals in precision flying and the Air BP Rally every year, we host the Nordic Championships in precisionflying every fourth year.

In 1989 we hosted the 8th World Championships in Precision Flying held in Skive, and in 1995 the 9th World Championships in Rally Flying in Herning.

At the request of FAI/GAC we now arrange both Championships at the same time. The idea behind this is to save the cost of travelling and make it easier to participate in another discipline.

From the Royal Danish Aeroclub and Herning Motorflying Club we have done our best to make the Championships attain the high international standard.

We hope that all participants, pilots, navigators, jury members, judges and supporters may bring home good memories from Herning.

Welcome to Herning

Vagn Jensen

Competition Director

Program / schedule*

14th World Rally Flying Championship - July 14th - 20th.

Wednesday	14 th	Final Arrival, Opening Briefing and Opening Ceremony
Thursday	15 th	Official practice
Friday	16 th	Frist navigation
Saturday	17 th	Second navigation
Sunday	18 th	Third navigation
Monday	19 th	Reserve day, Price giving and closing
Tuesday	20 th	Departures

16th World Precision Flying Championship - July 19th - 25th.

Monday	19 th	Final arrival and Opening Ceremony
Tuesday	20 th	Opening Briefing and Official Practice
Wednesday	21 st	First navigation
Thursday	22 nd	Landings
Friday	23 rd	Second navigation
Saturday	24 th	Reserve day, Price giving and closing
Sunday	25 th	Departures

* subject to change by organisers. Please observe daily briefings.

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Electronic logbook to monitor cosmic radiation

by Peer Widar Wollenberg, GlobaLog

The author of this article has been a pilot for 37 years. He has flown as a bush pilot in Alaska to accumulate flight time, as an air taxi pilot in most of Europe, and during the last 20 years of his career he was an airline pilot. He has been with the administration in three different airlines and is now retired. Currently he is working to attract the attention of airlines, pilots, cabin attendants, and frequent flyers' to what he expects to become a major issue in the public debate in the years to come. The author tries to equip the airlines to handle the debate and to inform both flight crews and passengers to resist the fears by knowing the possible dangers and by knowing how to circumnavigate them. For this purpose he has developed the concept of GlobaLog.

To understand the implications of cosmic radiation it is necessary to look at background radiation in general.

Man has been exposed to radiation since creation. Actually, radiation has a major role in the mutations that have led to the development from amoebas to human beings. - What automatically might come to mind of many people is that the background radiation originates from nuclear tests and accidents. This, however, is very far from reality, as only 1.33% of the total background radiation comes from these sources. The most important source is the oozing of radon - a radioactive gas - from the interior of the Earth making good of 67% of the total exposure. Only 10% (0.3 mSv*) of the total comes from space. This radiation consists of fragments of atoms split into pieces by the enormous explosions that created the space, as we know it.

*) MilliSievert (mSv) is a unit used to describe the size of a radiation dose with regard to the associated damage of a biological cell. - Sometimes you may see the unit microSievert (μ Sv), which is a thousandth of a mSv.

These fragments (protons, neutrons, muons, electrons, etc.) of which only the protons and the neutrons are important because of their mass, have been travelling through space during the last 15 billion years - since the "big bang". Now the fragments are hitting the atmosphere of our Earth with speeds of 800-1200 kilometres per second. The energy (being a function of mass and speed) is enormous and may destroy the biologic cells

or change the genetic properties by the energy released by their impact.

Dependent of which part of the cell is hit, the cell may die, which usually causes no big harm, or essential parts of the cell - like the DNA strings - may be damaged causing the cell's genetic properties to change. If the cell in question is a gamete the changes in the genetic properties will be carried on to the offspring of this individual.

All together, all creatures on Earth are exposed to 2.5-3.5 mSv per year depending on where they live. - As the atmosphere, not to mention the magnetic field, protects us rather effectively, only a small fraction reaches the surface of Earth. But people at high altitudes do not have this protection. Consequently, they may be exposed to a total of 2 - 3 times the dose as earthbound people, meaning that the risk of biological damage is increased correspondingly. Especially, tissue under development as is the case with a foetus, is extremely sensible.

The truth is that - unfortunately - we do not know how dangerous this radiation is. From completely having ignored the effects only a few years ago the tendency is a still growing attention to the radiation that flight crewmembers and frequent flyers are exposed to. One reason to our limited knowledge is that

we have only little experience with radiation victims, and with the few registered victims, including those of Hiroshima and Nagasaki, we do not know their exact doses.

And with flight crewmembers that develop damages we know even less. We may know their flight time, but we do not know at which altitudes they have flown, where, and during which conditions.

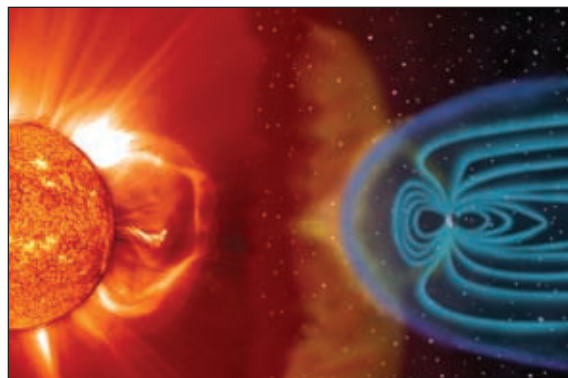
An indication, however, is a Cana-

dian study reported in the American Journal of Epidemiology showing among a group of 2740 Air Canada pilots an occurrence of Myeloid Leukemia (Blood cancer) by the factor of four, of Astrocytoma (brain cancer) by the factor of two compared to the population in general.

A similar study among British Airways pilots showed an increased occurrence of Malignant Melanoma (Skin cancer) by the factor of six.

Both of these studies revealed a significantly higher incidence of Prostate cancer.

The latest study reveals disturbing news: female cabin attendants having flown more than five years have an over occurrence of 400% compared to cabin attendants having flown less than five



years. The study does not compare any of the groups with the normal population.

Possible damages may not show until after 20-30 years, so we should be concerned about our exposure and at the very least keep account of the doses we are exposed to. This is where **GlobaLog®** comes in.

The cosmic radiation account is based on recent scientific research and calculates and stores cosmic radiation at any given position, at any given time – minute by minute.

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logbook and a **cosmic radiation account** a complete solution is delivered in one integrated package.

What does the Law Say?

As mentioned above we should at the very least keep an account on how much radiation we are exposed to, and this is exactly what the law demands all employers that employ people exposed to radiation in a certain amount, including airlines to do.

It is well known that for example nurses wear lead aprons for protection. So an obvious idea would be to protect airplanes with a shell of lead. However, the cosmic radiation is so powerful,

that such a shell should be 50 centimetres (20 inches) in thickness. Needless to say that this is beyond what is possible when talking about aircraft.

And talking about nurses working with x-rays: They are normally exposed to less than one mSv in addition to the three that we all are exposed to. Long distance flight crews are exposed to four to six in addition to the normal three, totalling nine mSv or more. **No other employee group - whatsoever - is exposed in the same amount as flight crews and frequent flyers.**

Not so long ago radiation exposed personnel learned during their training that they could safely be exposed to 500 mSv per year. That was before the matter was reconsidered by the EU commission in 1996 and changed to 20 mSv. Some change, but as said above reality shows that these people (i.e. people working in close contact with radiating material or apparatus) actually get less than 1 mSv - about 13% of what is the recommended maximum of 6 mSv for flight crewmembers.

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GRAPHICS 8642 0580



En tår af Jylland



THE TEAMS

Austria

Rally Teams:



Hans Gutmann, pilot
Date of birth: 16.03.1948
Profession: Retired
Pilot licence: CPL
Flying experience: 5.000 hours



Christian Landerl, navigator
Date of birth: 31.05.1960
Profession: Technician BMW
Pilot licence: PPL, CPL/IFR
Flying experience: 1300 hours



Hubert Huber, pilot
Date of birth: 03.11.1954
Profession: Chartered Accountant
Pilot licence: CPL
Flying experience: 2300 hours



Johannes Cserveny, navigator
Date of birth: 31.07.1961
Profession: Airline Pilot
Pilot licence: APTL
Flying experience: 11.000 hours



Wolfgang Schneidenreither, pilot
Date of birth: 13.04.1965
Profession: Transport Agent
Pilot licence: CPL
Flying experience: 1120 hours



Peter Sticht, navigator
Date of birth: 19.12.1965
Profession: Sales Manager
Pilot licence: PPL
Flying experience: 400 hours



Paul Szameitat, pilot
Date of birth: 22.05.1944
Profession: Sales Manager
Pilot licence: PPL
Flying experience: 3200 hours



Siegfried Schreibmayer, navigator
Date of birth: 18.07.1961
Profession: Electrician
Pilot licence: PPL
Flying experience: 830 hours



Manfred Kunschitz, pilot
Date of birth: 02.09.1968
Profession: Mechanical Engineer
Pilot licence: PPL-A
Flying experience: 1100 hours



Heinz Perner, navigator
Date of birth: 18.10.1958
Profession: Banker
Pilot licence: PPL-A
Flying experience: 350 hours

Precision pilots:



Otto Bauer
Date of birth: 28.01.1943
Aircraft: OE-CMI
Type: Cessna F 150 M
Pilot licence: PPL



Anton Tonninger
Date of birth: 24.04.1967
Profession: Engineer
Pilot licence: PPL
Flying experience: 700 hours

Pilots also flying precision:

Johannes Cserveny, Hans Gutmann, Hubert Huber, Wolfgang Schneidenreither

Czech Republic

Team Manager Rally Competition

Milos Fiala

Team Manager Precision Competition

Milos Fiala

Rally Teams:



Frantisek Cihlar , pilot
Date of birth: 05.03.1957
Profession: Pilot
Pilot licence: CPL
Flying experience: 2500 hours



Milos Fiala, navigator
Date of birth: 21.09.1941
Profession: Airline Capt. (retired)
Flying experience: 22.500 hours



Jiri Jakes, pilot
Date of birth: 02.08.1952
Profession: Aviation Engineer
Pilot licence: CPL
Flying experience: 2400 hours



Vaclav Pojer, navigator
Date of birth: 22.04.1976
Profession: Airline Pilot
Flying experience: 600 hours

Jiri Kadlec , pilot. Date of birth: 14.03.1975
Profession: Aviation Mechanic
Pilot licence: PPL, Flying experience: 250 hours



Tomas Rajdl, navigator
Date of birth: 08.06.1976
Profession: ATC
Flying experience: 260 hours

Precision pilots:



Michal Filip
Date of birth: 18.07.1971
Profession: Airline Pilot
Pilot licence: APTL
Flying experience: 2900 hours



Jiri Filip
Date of birth: 20.01.1963
Profession: Airline Pilot
Pilot licence: APTL
Flying experience: 2200 hours



Lubos Hajek
Date of birth: 24.04.1973
Profession: Airline Pilot
Pilot licence: APTL
Flying experience: 4500 hours



Petr Opat
Date of birth: 18.02.1974
Profession: Airline Pilot
Pilot licence: APTL
Flying experience: 4500 hours

Pilots also flying precision:

Jiri Jakes, Frantisek Cihlar, Tomas Rajdl, Jiri Kadlec,
Vaclav Pojer

Chile

Team Manager:

Ursula Meier Wolfgang,
Age: 63
Profession: Entrepreneur

Rally Teams:



Carsten Scherrer, pilot
Date of birth: 06.10.1966
Profession: Farmer
Pilot licence: PPL
Flying experience: 505 hours



Francisco Javier Grez, navigator
Date of birth: 25.06.1960
Profession: Civil Engineer
Flying experience: 100 hours



Vargas D. Carlos, pilot
Date of birth: 01.01.1945
Profession: Civil Engineer
Pilot licence: Private
Flying experience: 3200 hours



Latorre L. Alejandro, navigator
Date of birth: 25.01.1969
Profession: Civil Engineer
Flying experience: 1000 hours

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Cyprus

Team Manager:



Dimantis Demetriou
Age: 50
Profession: Sales Manager

Rally Teams:



Christos Limnathis, pilot
Date of birth: 25.06.1962
Profession: Electronics Engineer
Pilot licence: PPL
Flying experience: 850 hours



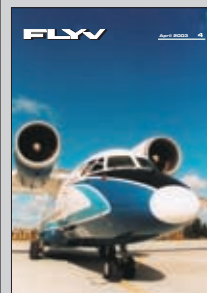
Herodotos Stroumbiotis, navigator
Date of birth: 05.04.1964
Profession: Electronics Engineer
Flying experience: 200 hours



Efthimos Liassis, pilot
Date of birth: 07.04.1947
Profession: Airline Pilot
Pilot licence: APTL
Flying experience: 20.000 hours



Panos Neocleous, navigator
Date of birth: 18.03.1967
Profession: Aircraft Engineer
Flying experience: 2050 hours



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Denmark

Team Manager:



Knud Nielsen
Age: 60
Profession: Self Employed
Chairman of Danish Motorflyer Union

Rally Teams:



Kjeld Hjorth, pilot
Date of birth: 29.04.1952
Profession: Farmer
Pilot licence: PPL
Flying experience: 640 hours



Allan Hansen, navigator
Date of birth: 27.09.1964
Profession: Engineer
Flying experience: 460 hours



Hans Møller Hansen, pilot
Date of birth: 16.06.1945
Profession: Aircraft Technician
Pilot licence: PPL
Flying experience: 3350 hours



Tim Jørgensen, navigator
Date of birth: 11.03.1970
Profession: Boat Construction
Flying experience: 275 hours



Lago Laumark-Møller, pilot
Date of birth: 10.04.1962
Profession: Glazier
Pilot licence: PPL
Flying experience: 1800 hours



Dagmar Theilgaard, navigator
Date of birth: 10.03.1945
Profession: Medical Secretary
Flying experience: 675 hours

Precision pilots:



Hans Birkholm
Date of birth: 27.01.1955
Profession: Airline Pilot
Pilot licence: APTL
Flying experience: 15.417 hours



Gunnar Hansen
Date of birth: 22.07.1942
Profession: Farmer
Pilot licence: PPL
Flying experience: 1350 hours



Kurt Gabs
Date of birth: 06.12.1945
Profession: Photographer
Pilot licence: PPL-A + I
Flying experience: 3500 hours

Pilots also flying precision:

Dagmar Theilgaard, Hans Møller Hansen, Lago Laumark-Møller, Kjeld Hjorth, Allan Hansen.

Good luck up there!

Problems? Contact our friendly Controllers!

NAVIAIR

Finland

Precision pilots:

Sari Aatolainen, Date of birth: 29.05.1966
Profession: Teacher, Pilot licence: PPL-A
Flying experience: 1210 hours

Harri Vähämaa, Date of birth: 12.09.1957
Profession: Airline Pilot, Pilot licence: APTL
Flying experience: 7500 hours

Heimo Nieminen, Date of birth: 12.05.1941
Profession: Older Fisherman, Pilot licence: PPL-A
Flying experience: 1350 hours

Hannu Tapio Halonen, Date of birth: 18.03.1957
Profession: Airline Pilot, Pilot licence: APTL
Flying experience: 8600 hours



Reinhard Ruck, pilot
Date of birth: 05.07.1945
Profession: Teacher
Pilot licence: PPL-A
Flying experience: 1950 hours



Manfred Meyer, navigator
Date of birth: 20.10.1940
Profession: Dentist
Pilot licence: PPL-A
Flying experience: 1050 hours



Rolf Martinssen, pilot
Date of birth: 11.04.1956
Profession: Engineer
Pilot licence: PPL
Flying experience: 2000 hours

Germany

Team Manager:



Fred Pierskalla
Age: 55
Profession: Air Traffic Controller
(retired)



Georg Bleicher, navigator
Date of birth: 24.08.1954
Profession: Manager
Pilot licence: PPL
Flying experience: 650 hours

Rally Teams:



Hans Joachim Ahlemann, pilot
Date of birth: 02.06.1938
Profession: Master Car Electrician
Pilot licence: PPL CVFR
Flying experience: 3000 hours

Winfried Heller, navigator, Date of birth: 05.03.1953
Profession: Pilot Pilot licence: APTL A1
Flying experience: 6.200 hours

Precision pilots:



Thomas Hennig
Date of birth: 01.12.1961
Profession: Pilot
Pilot licence: CPL
Flying experience: 5000 hours



Arnold Grubek, pilot
Date of birth: 20.01.1964
Profession: Air Traffic Controller
Pilot licence: PPL
Flying experience: 840 hours



Ralf-Rainer Schmalstieg
Date of birth: 19.06.1959
Profession: Stonemason
Pilot licence: PPL-A
Flying experience: 1300 hours



Dörte Grubek, navigator
Date of birth: 01.05.1967
Profession: Air Traffic Controller
Pilot licence: PPL
Flying experience: 395 hours



Henry Franzkowiak
Date of birth: 22.03.1955
Profession: Employee
Pilot licence: JAR-FCL
Flying experience: 3000 hours

Italy

Rally Teams:



Ilaria Fontana, pilot
Date of birth: 22.01.1976
Profession: Student
Pilot licence: PPL
Flying experience: 350 hours



Marco Landoni, navigator
Date of birth: 13.04.1978
Profession: Flight Instructor
Pilot licence: CPL
Flying experience: 2000 hours



Fernando Wild , pilot,
Date of birth: 15.07.75
Profession: Flight Instructor,
Pilot licence: CPL,
Flying experience: 700 hours



Frederico Robatti, navigator.
Date of birth: 18.03.1984
Profession: University Student,
Pilot licence: PPL
Flying experience: 270 hours

Gabriele Avoni, pilot, Date of birth: 18.03.1977,
Profession: Machine Tool Programmer,
Pilot licence: PPL, Flying experience: 120 hours

Emanuela Bartolini ,navigator.Date of birth: 02.07.1973
Profession: Clerk, Pilot licence: PPL
Flying experience: 450 hours

Lithuania

Rally Team:

Dainius Jazdauskas, pilot, Date of birth: 07.11.1977
Profession: Pilot, Pilot licence: CPL,
Flying experience: 560 hours

Jurgita Jazdauskiene , navigator.
Date of birth: 26.05.1948
Profession: Credit Administrator Pilot licence: CPL
Flying experience: 850 hours

Norway

Precision pilots:



Dag Edvard Larsen
Date of birth: 03.10.1957
Profession: Self Employed
Pilot licence: SEL, PPL-A
Flying experience: 499 hours



Kurt Erlend Norevik
Date of birth: 19.08.1961
Profession: Radio Operator
Pilot licence: PPL-A
Flying experience: 489 hours

Håkan Fosso, Date of birth: 11.03.1985
Profession: Mechanic, Pilot licence: PPL-A
Flying experience: 760 hours

Bror-Eric Hjulstad, Date of birth: 10.11.1939
Profession: Ordonthotist, Pilot licence: PPL-A
Flying experience: 3000 hours

Poland

Team Manager:



Marian Wieczorek

Rally Teams:



Januz Darocha, pilot
Date of birth: 27.06.1960
Profession: Chief of Fire-brigade
Pilot licence: CPL
Flying experience: 2500 hours



Zbigniew Chrzaszcz , navigator
Date of birth: 01.01.1957
Profession: Businessman
Flying experience: 2650 hours



Waclaw Wieczorek, pilot
Date of birth: 25.06.1958
Profession: Airline Pilot
Pilot licence: APTL
Flying experience: 8500 hours



Michal Wieczorek , navigator
Date of birth: 08.06.1981
Profession: Student
Flying experience: 500 hours



Marek Kachaniak, pilot
Date of birth: 08.10.1961
Profession: Customs Officer
Pilot licence: CPL
Flying experience: 2300 hours



Slavomir Wlasiuk, navigator
Date of birth: 11.05.1954
Profession: Airline Pilot
Flying experience: 3500 hours



Krzysztof Wieczorek, pilot
Date of birth: 16.08.1961
Profession: Airline Pilot
Pilot licence: APTL
Flying experience: 4500 hours



Krzysztof Skretowicz, navigator
Date of birth: 15.05.1965
Profession: Airline Pilot
Flying experience: 6700 hours

Jerzy Markiewicz, navigator, Date of birth: 26.04.1970
Profession: Airline Pilot, Flying experience: 3500 hours



Ryszard Michalski, pilot
Date of birth: 19.05.1956
Profession: Instructor Pilot
Pilot licence: CPL
Flying experience: 4500 hours

Precision pilots:



Michal Bartler
Date of birth: 26.09.1982
Profession: Student
Pilot licence: CPL
Flying experience: 600 hours

Pilots also flying precision:

Januz Darocha, Zbigniew Chrzaszcz,
Waclaw Wieczorek, Michal Wieczorek

Russia

Participating pilots:

Serguei Terekhine, Kamil Kourbaniazov,
Dmitry Sukharev, Sofia Svetlossanova,
Irina Sokolova, Sergej Alafinov

Slovakia

Team Manager, Rally:

Viliam Stass, Age: 33, Profession: Manager

Team Manager, precision:

Peter Zavacky

Rally Team:

Jan Sabla, pilot. Date of birth: 30.03.1956
Profession: Deputy Director, Pilot licence: CPL
Flying experience: 2200 hours

Peter Zavacky, navigator
Date of birth: 01.05.1963
Profession: Manager
Flying experience: 860 hours

Pilots also flying precision:

Jan Sabla, Peter Zavacky, Viliam Stass

Slovenia

Precision pilots:

Robert Verbancic, Date of birth: 01.01.1969
Profession: Pilot, Pilot licence: CPL
Flying experience: 2600 hours

South Africa

Team Manager:



Chris Booysen
Age: 48
Profession: Chartered Accountant

Rally Teams:



Barry de Groot, pilot
Date of birth: 03.04.1943
Profession: Self Employed
Pilot licence: Private
Flying experience: 2400 hours



Mary de Klerk, navigator
Date of birth: 10.04.1957
Profession: Sales Director
Flying experience: 650 hours



Ernest Partick Alexander, pilot
Date of birth: 30.11.1955
Profession: Financial Research Publisher
Pilot licence: Private
Flying experience: 850 hours



Michael David Ehrmann, navigator
 Date of birth: 07.01.1958
 Profession: Commercial Photographer
 Flying experience: 86 hours



Dale de Klerk, navigator
 Date of birth: 25.07.1959
 Profession: Businessman
 Flying experience: 1500 hours



Hans W. Schwebel, pilot
 Date of birth: 30.05.1950
 Profession: Stonemason
 Pilot licence: Private
 Flying experience: 3055 hours

Precision pilots:



Walter E. Walle
 Date of birth: 24.11.1943
 Profession: Managing director
 Pilot licence: Private/GPL
 Flying experience: 2200 hours



Ron Stirk, navigator
 Date of birth: 01.11.1949
 Profession: Company Director
 Flying experience: 1400 hours

Pilots also flying precision:

Barry de Groot, Dale de Klerk, Ernest (Ernie) Patrick Alexander, Hans W. Schwebel, Jan Hanekom, Nigel Derek Hopkins, Ron Stirk

Spain



Frank Michael Eckard, pilot
 Date of birth: 30.11.1958
 Profession: Mechanical Engineer
 Pilot licence: PPL
 Flying experience: 740 hours

Team Manager:

Pedro Cabanero Marimon, Age: 48
 Profession: Engineer



Quentin Taylor, navigator
 Date of birth: 19.12.1974
 Profession: Refractories
 Flying experience: 120 hours

Rally Teams:

Carlos Eugui Aguado , pilot
 Date of birth: 30.10.1947
 Profession: Airline pilot
 Pilot licence: CPL
 Flying experience: 17.000 hours



Jan Hanekom, pilot
 Date of birth: 06.01.1956
 Profession: Business Owner
 Pilot licence: PPL
 Flying experience: 1300 hours

Jesus Maria Mas Menargues , navigator
 Date of birth: 02.02.1951
 Profession: Technical Manager
 Flying experience: 3600 hours



Hugo Stark, navigator
 Date of birth: 13.03.1956
 Profession: Bank supervisor
 Flying experience: 170 hours

Roberto Blanco Ververde, pilot
 Date of birth: 21.07.1964
 Profession: Professional pilot and Instructor
 Pilot licence: CPL
 Flying experience: 4800 hours



Nigel Derek Hopkins, pilot
 Date of birth: 12.02.1971
 Profession: Airline Pilot
 Pilot licence: CPL
 Flying experience: 9000 hours

Jesus Javier Mas Martinez , navigator
 Date of birth: 26.12.1971
 Profession: Med. Doctor
 Flying experience: 500 hours

Antoni Farre Alandete, pilot
 Date of birth: 09.07.1962
 Profession: Engineer
 Pilot licence: PPL
 Flying experience: 1000 hours

Pablo Manuel Keenoy, navigator
 Date of birth: 17.01.1958
 Profession: Med. Doctor
 Flying experience: 700 hours

Sweden

Team Manager:



Arne Nylén
Age: 61
Profession: Managing Director

Precision pilots:



Erling Albert Lindholm
Date of birth: 30.10.1954
Profession: Engineer
Pilot licence: PPL
Flying experience:



Johan Nylén
Date of birth: 24.05.1972
Profession: Pilot
Pilot licence: CPL
Flying experience: 4300 hours

Claes M. Johansson
Date of birth: 01.01.1954
Profession: Airforce Officer
Pilot licence: PPL
Flying experience: 2500

Lars-Inge Karlsson
Date of birth: 06.05.1958
Profession: Head of Training/Captain
Pilot licence: APTL
Flying experience: 5000 hours

Switzerland

Team Manager:

Ester Rimensberger
Age: 40
Profession: Air Traffic Controller

Precision pilots:

Benner Clemens
Date of birth: 06.06.1959
Profession: Engineer
Pilot licence: CPL (A)
Flying experience: 828 hours

Sepp Moser
Date of birth: 23.05.1946
Profession: Journalist
Pilot licence: PPL (A)
Flying experience: 1800 hours

United Kingdom

Rally Teams:



Rodney Blois, pilot
Date of birth: 12.11.1941
Profession: Retired
Pilot licence: PPL
Flying experience: 7000 hours



Celeste Groschen, navigator
Date of birth: 19.07.1968
Profession: Recruitment
Flying experience: 8 hours



Chris Barnes, pilot
Date of birth: 04.06.1951
Profession: Airline Pilot
Pilot licence: APTL
Flying experience: 10.000+ hours



Michael Pepper, navigator
Date of birth: 17.09.1948
Profession: Company Director
Flying experience: 3600 hours

Pilots also flying precision:

Rodney Blois, Chris Barnes, Michael Pepper

We regret that other team information was not received in time for this magazine - please visit the official Championship website for further information on this address:

www.flyvdmu.dk/wfc2004

Hvert år søger 3000 unge en uddannelse i Forsvaret...



- skal du være én af dem?

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