

## AGENDA ITEM 7.1

### REPORT OF THE JURY PRESIDENT

#### World Advanced Aerobatic Championships

**Radom, Poland**  
**5-15 August 2010**



#### **LG Arvidsson**

##### **General**

The 9<sup>th</sup> World Advanced Aerobatic Championships was the largest competition held in our aerobatic history. The local organizer of the Championships was the **Aeroclub of Radom** on behalf of the **Aeroclub of Poland** and **FAI**.



There were more than 100 preliminary entries. 85 pilots were there for the start of the Q-flight from 25 different countries. It was a great task for the contest organization and CIVA officials that was performed very well. We were able to fly three sequences (plus Q) thanks to smooth organization, good weather and judges that worked hard.

The new World Advanced Aerobatic Champion is **Baptiste Vignes** of France flying a Cap 231. In the Team competitions, the WAAC winners were (1) France, (2) South Africa and (3) Russia.

All results can be found at [www.civa-results.com](http://www.civa-results.com).

##### **Contest organization**

The contest director was Stanislav Bajzik from Czech Republic with support from Madelyne Delcroix and Vladimir Machula. Together with Airport Manager Stanisław Szczepanowski and the local organizing committee and vast experience from earlier contests in Radom, the contest layout was very well done.

##### **Safety**

In all our Championships we have safety as primary consideration. The contest organization emphasized at each briefing the importance of all procedures. During WAAC this year, a



“non-radio” starting procedure was used that involved many non-aerobatic people in different positions. Even though all precautions were taken, we had incidents with two aircraft in the aerobatic box at the same time. Together with the Contest Organization we made investigations after each incident. We found that there were many causes to each situation and difficult to blame one cause or individual. Procedures were enhanced if needed and emphasized at the next briefing.

Things that we found that could cause a situation were: safety frequency with regional radio traffic blocking transmissions from the judging line, pilots only thinking of competition, regulations that only allow one frequency to be used, ground communication equipment, very many competitors and people involved without aerobatic experience.

### Free Unknown

It was with great interest I looked forward to Programme 2, the Free Unknown. After the maneuvers had been selected by 10 countries we were eagerly waiting for sequences to be submitted. In total it was 19 different sequences. Here the contest organization with Vladimir Machula did a great job and pilots were satisfied.

### Judges

We had 10 judging teams under the supervision of Chief Judge John Gaillard. Some initial rainstorms flooded the southern judging position which was the most suitable. The local organization solved the situation with minimum delay.

During the Championship each judging team gave more than 3500 individual scores during the contest. This was a fantastic





achievement by our judges. But are we pushing our judges to a limit where judging performance could be questioned?

### **Conclusion**

Many thanks to all involved for a fine job and all pilots for skilful flying, especially the new World Advanced Champion Baptiste Vignes. Special thanks to my experienced Jury members Bob Chomono and Matti Mecklin, together we could support the contest organization running the 9<sup>th</sup> World Advanced Aerobatic Championships without any protests.

For all organizers the number of paying participants needs to be as high as possible. At the same time the weather, environmental limitations and flyable time sets the limit. The judges will not be able to perform at their best working on the judging line for very long days up to 10 days in a row. For this reason we need better cooperation during preparation between the organizer and CIVA in the future.

The position of Contest Coordinator or equivalent should be reinstated.

To limit future possibilities for two aircraft to enter the box at the same time I recommend the following:

1. Delete the rule 4.2.1.2 to seal the radio, it has become obsolete with new equipment available.
2. The use of two separate frequencies for tower and safety and a compulsory positive confirmation from chief judge to enter the box.
3. Together with the organizer optimize ground communication.

Thanks for the possibility to serve as Jury President.