

AGENDA ITEM 16.2a

REPORT OF THE CHIEF JUDGE

Riga FAI Elite Formula Contest

Quintin Hawthorne



Introduction

The event was held in Riga, Latvia from 19 – 21 August 2011, and is the fourth such event based on the JK Formula regulations as approved by CIVA. Nine pilots competed, with a panel of three judges. A deputation from CIVA and the FAI were also in attendance.

Participants and Officials

Pilots

Nicholas Ivanoff (FRA)
Martin Sonka (CZE)
Mikhail Mamistov (RUS)
Svetlana Kapanina (RUS)
Sami Kontio (FIN)
Tom Cassells (GBR)
Castor Fantoba (SPN)
Jeff Boerboon (USA)
Yoshihide Muroya (JPN)

Officials

Jurgis Kairys (LIT) – Contest Director
Quintin Hawthorne (RSA) – Chief Judge
Eugenijus Raubickas (LIT) – Judge
Isabella Borowik (GER) – Judge
Vytautas Tautkevicius (LIT) – Scorer
Alan Cassidy (GBR) – CIVA

Conduct of the Contest

All the participants and officials were housed in the same hotel. The initial briefing was held at the hotel on Thursday night 18 August 2011, where the regulations were explained in

detail, together with the procedures and local regulations. The only variation from the published regulations related to the lower height limit. This was set at 17m AGL through the gate, and at 50m AGL for aerobatic manoeuvres. All arrangements were clearly advised.

Venue

The contest venue was over the River Dauguva. Judges were positioned on the island in the river, aligned with the buoys which acted as the gates. The aerobatic zone was demarcated as being over the river, between two bridges. The deadline was identified; 150m from the island and no flying was allowed directly over the bridges. A grandstand was placed on the island together with many food and drink vendors. There was a 'concert park' directly behind the grandstand. Access by the public to these facilities was by way of ticket sales.



Competing aircraft were based at Spilve airfield, a GA airfield some 4 minutes flight from the aerobatic zone. The activities were monitored by radio, located alongside the judges' station.

Contest Program

Day one commenced with the Training flights. This would allow the contest director and chief judge to assess the facilities and also the capability of the competitors. Unfortunately there was a delay in getting the buoys ready and they were not in place for this program. Both judges Borowik and Raubickas were briefed on the judging process and the training flight

was an ideal opportunity for them to familiarise themselves with the procedures. A full debrief was held with the pilots afterwards.

The Qualification flight was held after lunch, with all pilots flying the compulsory sequence, see Fig 1. Only one of the buoys had been put in place and was not aligned with the judging position. However, it acted as an ideal marker for the deadline, approx. 200m from the shore. The start procedure was amended accordingly with 2 wing rocks instead of using the bouys. There were no problems with the judging and scoring. A number of pilots crossed the deadline and this was pointed out to them at the debrief.

The start of day two was hampered with low cloud, lower than to safely perform the AAT sequence. A thunderstorm the night before had prevented the local organisers from positioning the buoys properly, so the same procedure with wing rocks was adopted to indicate the start and finish. It was agreed that a display sequence be performed for the crowds, by each pilot until the weather conditions improved. The cloud base had lifted sufficiently by the time that the third pilot was scheduled, and the first contest program was duly completed without any problems.

There were no problems during the second contest flight which saw the rank order change after Nicholas Ivanoff spent 20 seconds longer than required for the Freestyle program. The lower limits and deadline were observed in all cases.

The results were relayed to the public at the site by announcers who were positioned alongside the scorer. These results were also broadcast on two local radio stations. The second flight program was relayed live on national television. There was a real sense of 'racing' excitement gauging the response from the public after each flight. There was spontaneous applause, with the public clearly appreciating the better flights. There was even bigger applause when Svetlana flew – she was the clear favourite of the crowds.

Judging

In addition to myself, the judging panel for this contest included Isabella Borowik (GER) and Eugenijus Raubickas (LIT). They had not previously judged at a JK event before, and were introduced to the concept on the training day. Both judges adapted very quickly and were comfortable with the process for the duration of the contest. There were no protests or controversial decisions. Castor Fantoba did cross the deadline on the Qualification day and was disqualified for the day's flight. As the Qualification program only determined the start list for the contest, he was permitted to continue with the contest. There were adequate facilities and logistics in place for the judges to carry out their tasks, apart from the lack of the starting gates being in place. Each judge was paid a stipend and their travel expenses were covered.





CIVA 2011
Kraków, Poland

Results

The final results were;

- | | |
|----------------------|-------------------|
| 1. Martin Sonka | Euro 10,000 prize |
| 2. Jeff Boerboon | Euro 5,000 prize |
| 3. Svetlana Kapanina | Euro 3,000 prize |
| 4. Nicholas Ivanoff | |
| 5. Sami Kontio | |
| 6. Tom Cassells | |
| 7. Castor Fantoba | |
| 8. YosheMuroya | |

Conclusion

In my opinion the positioning of the judges station was not ideal for an aerobatic contest of this nature, as it was too close to the edge of the aerobatic zone – the gates were placed only 400m from the bridge, whereas the extent of the zone was 1800m in total. I have a strong suspicion that the primary criteria for selecting the venue was to exploit the commercial opportunities.

The contest sequence was sufficiently challenging for Unlimited category pilots and the contest was conducted safely. Jurgis Kairys is to be complimented for organising a contest that finds favour with both the public and the pilots alike.

For more information on the event see the dedicated website:

www.aerobaticformula.com

Quintin Hawthorne
9 September 2011

