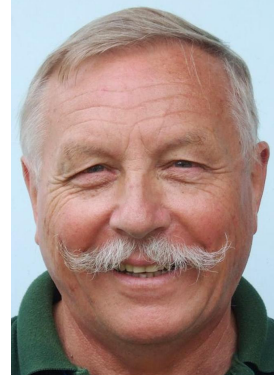


AGENDA ITEM 8.2

REPORT OF THE CONTEST DIRECTOR

17TH European Aerobatic Championships

**2-12 September 2010
Touzim, Czech Republic**



Tomas Korinek

General

The 17th FAI EUROPEAN AEROBATIC CHAMPIONSHIP was held from September 2nd to September 12th 2010 at airfield Prilezy (LKTO) near to city Touzim and about 35 km to Karlovy Vary, the City of the West Bohemia Region . Airfield Prilezy is about 140 km west from Prague.

Contest Site.

Aeroclub Touzim was built up voluntarily by members more than fifty years ago on former military reserve airstrip. This volunteer character it has up to the present day. It is mainly glider pilots' aeroclub. Tidy cottages at the airfield used as weekend houses of members of the aeroclub just emphasize family character of this airfield. There is an old hangar for about 20 aircrafts, completely rebuilt club house with TWR, briefing room, kitchen, bathrooms and restrooms and with a small bar as well. For needs of the EAC 2010 members of the aeroclub built a new house where during the EAC were rooms for Jury, scorer and for judges. All equipped by computers, copier machines, printers and internet connection. There was a reception and information desk of the EAC 2010 in this building where Mrs Alena Kaftanova provided service for competitors and all participants during the championship.

Everyday briefings have been held in large tent which served as a dining room as well. Another large tent was rented by organisers for hangarage of airplanes. Also teams had tents for relax of pilots during flight day.

Grass RWY 26/08 with dimensions 1290 x 100 m caused a lot of worries to organisers. Despite we've had experience from previous contest that has been held on this airfield even in rainy conditions, many days with continuous heavy rain just before the championship starts it caused we could use only a small part of the length of the RWY with acceptable hard surface.

This strip was properly marked and checked every day and by every briefing competitors has



been informed about RWY condition and following flying procedure.

Despite that, one competitor has landed after his Freestyle into prohibited area and damaged his CAP 232. Another CAP 231 was damaged by landing outside the airfield. Both pilots stayed uninjured.

Box

We've had no problem to build up the aerobatic box in Touzim. There was a space enough at surroundings of the airfield. The main axis of the box followed the south edge of the RWY 28/06 .

Three Judges' position has been prepared. „S“, „E“, „W“. All equipped with tents and generator for video conference as well as with toilets. All this position had good visibility into the performance box and all was used during the championship.

Before the Championship starts we faced to heavy protest against noise. This problem was solved by good diplomatic way by representatives of the Aeroclub Touzim and during the contest there was not problem with noise abatement.

Accommodation

Most of participants of the EAC 2010 was accommodated in Cloister Tepla. A part of this ancient monastery is used as a hotel but other parts of large buildings are still in use for Premonstrator's friary.

Accommodation became a big problem for organisers. Despite we announced in Bulletin 1 possible problems with accommodation due to Touzim is inside the spa area and asked for as early as possible Preliminary Entry it remains without answer. Finally almost every one requested single room. We tried to do our best and meet this requests. Capacity of the hotel was limited and we had to accommodate some judges in another hotel. Some of these hotels or pensions was refused by some judges from reasons that did sound strange.

I think CIVA should set a standard for accommodation of Contest Officials to be not possible to refuse accommodation, for instance, due to there is not TV in the room.

I am also on opinion CIVA should follow the system of gliders contests. In time of internet there is no problem for participants to find accommodation according their demand and their budget as well. It could make possible to decrease Entry Fee and to remove a lot of worries from organisers.

Transport

We had four official cars provided by sponsors. The president of the Jury had a car available and the Chief Judge had a small bus for his team during whole championships.



With these official cars we also provided transport on demand from the Prague airfield to Prilezy airfield and back when the championships had finished.

Personnel

Members of the Aeroclub Touzim were available all the time to run the contest smooth. Flights were controlled by professional dispatcher from TWR.

The weather briefing was provided daily by professional meteorologist.

The wind was measured by balloon ascent by Mr.David Kaftan who did this job at several contests already.

Statistics

Organisers obtained 59 Preliminary Entries. From this number finally compete in Touzim 49 competitors from 13 countries. Six women took a part at the contest so that women category could be declared as well.

Spanish team consisted of Castor Fantoba, Juan Velarde, Anselmo Gámez competed as H/C as well as Michael M.Racy and Jeff Boerboon from USA.

Despite the weather was not too much favourable, three programmes were completed. Freestyle was canceled after the crash landing of Hanspeter Rohner.

Public Relations

We build up the official website www.eac2010.info There were five bulletins published and other useful information for competitors and audience. Also regional radio stations mentioned event in their broadcast.

The whole event was transmitted on-line on web site www.strizna.cz. This broadcast was also to see at several places at the airfield and in the lobby of the hotel Tepla as well on big screens and we used it as an information source for competitors. For spread information we used also a mobile phones provided by sponsors . These mobile phones has each Contest Official and Team Manager.

Conclusion

It was my third top aerobatics contest in a row where I served as the Contest Director. I have to say this one was for me the most difficult. Especially due to weather and following runway condition. The more I appreciate cooperation with International Jury led by Mike Heuer who supported me by some decision that was far from easy.



Judging Team led by Nick Buckenham did their job extremely well in weather condition when it was clearly to see that frequently used term „Global Warming“ is not connected with the word „warm“!

Scoring team consisted from Jürgen and Silvia Leukefeld did their job as usual – excellent! Results was published almost immediately after the last pilot of the day has landed.

My special thanks belongs to members of the Aeroclub Touzim. They did enormous amount of work by preparation of the EAC 2010. Crazy weather of recent time almost defeated their yearlong effort. They prepared good condition for the contest in term what they could influence. Friendly atmosphere at the contest site was appreciated by all participants.

Last but not least I want to say: „Thanks“ to all competitors. They are not only the best pilots in all over the world but they did prove they are highly disciplined as well, willing to participate by smooth run of the contest. Also they created good friendly mood by the contest.

I am happy I met again this group of nice people enthusiastic to aerobatics and I am proud I could serve them as the Contest Director.

Tom Korinek