

## **1st European Open Intermediate Championships 4th-10th of September 2021 at Deva, Romania**



### **Tamas Abranyi - President of the International Jury**

#### **Situation:**

Despite the COVID restrictions and lockdowns all over Europe 20 pilots from 7 countries participated on the 1st European Open Intermediate Championships. The relatively low number of contestants caused difficulties for the organizer, but they were able to manage that perfectly.

Based on the cost saving decision of CIVA only the President of the International Jury was present at the site, the two other jury members could be available online in case of need.

Fortunately Elena Klimovich was there as member of the Russian team. She was anytime ready to help me to run the event as smoothly as possible. Many thanks Elena!

#### **Venue and local Organizer:**

Deva is a well known center of the Romanian aviation, hosted several FAI events including successful CIVA Cat. 1. Championships. The airport offers appropriate placement of the performance zone as well as all the judging positions. Two large hangars were available for all the competing aircraft and the facilities were suitable for all the required offices and rooms

Contest Director Laszlo Ferenc and his team performed a very good job during the whole contest and the scoring office under the direction of Flori Custura was able to prepare the results as well as the judging paperwork always on time.

#### **Accommodation, catering service:**

All the teams were housed in the Hotel Sarmis in the center of the city, CIVA officials accommodated in the Hotel Wien. At the beginning of the contest some pilots complained about the quality and cleanliness of their accommodation. The rooms in the Hotel Wien were clean, fitted with bathrooms, showers and air-conditioning. Transportation between hotels and airport was solved by shuttle service.

Breakfast was served in the hotels, lunch and dinner at the airport. Food quality was adequate.

#### **Preparation, training and familiarization flights:**

The performance zone was placed perfectly, all markers were well visible. All four judge positions were available, but only the Western place was in use each day due to weather conditions.

The box was marked from 30th August for training and familiarization flights, takeoffs, landings and slots were coordinated by the flight director Lucian Drumesi perfectly.

#### **Incident during training flight:**

On Friday (03/09/2021) afternoon a flight incident ended in fortunate outcome. One of the Hungarian pilots reported „Mayday” due to broken throttle cable, but he was able to land safely without any damage.

The technical problem was solved next day by the extremely helpful Romanian technicians and local staff.

One other pilot of the Hungarian team was not able to fly in the performance zone due to the described failure, for this reason the Jury allowed him to perform his Free Known sequence only without any additional training manouvers just before the start of the first contest programme.

### **Medals, diplomas:**

Unfortunately it happened again that not all the medals arrived on time and the CIVA medals for individual programmes were completely missing. Due to the uncertain situation with COVID-19 neither the FAI medals were engraved, and there was not possible to order engraving in adequate quality in Deva.

### **Board of judges:**

Most of the judges and their assistants arrived on Saturday morning. On that day the judging seminar took place in the forenoon and judging practice was done in the afternoon.

**CJ:** Nick Buckenham **Assistant CJ:** Hanna Räiha

#### **Judges:**

Galyna Suprunenko (UKR)  
Algis Orlickas (LTU)  
Béla Gurály (HUN)  
Alexandr Miakishhev (RUS)  
Csaba Pakai (ROU)  
Elady Lozano (ESP)

#### **Assistants:**

Liliya Avramenko (UKR)  
Eugenius Raubickas (LTU)  
István Szilbek (HUN)  
Vladimir Razhin (RUS)  
Cristian Vraciu (ROU)  
Guy Auger (FRA)

### **Opening briefing, opening ceremony**

The opening briefing was held on 4th of September at the airfield in appropriate form, drawing of lots for starting list Program nr1, as well as figure proposals for Program nr. 2 were performed. The briefing was followed by the opening ceremony with some short speeches and ended with buffet dinner in the hangar. The entertainment was provided by local folklore dance group playing a singing traditional Romanian songs.

### **Meteorology**

Weather data were available through a local forecaster. Weather briefings were done during the daily briefings. Wind was measured by GPS on board a ZLIN 242 aeroplane.

The weather was generally good during the whole contest period, some mornings we had to wait for weather improvement.

I would like to mention that the GPS wind measurement method is not permitted in Section 6. Part 1.

*At the moment*

*" The wind speed and direction must be measured either:*

*a) by a qualified weather station crew using the appropriate tools: radar or balloon ascent.*

*b) or with a drone, using equipment, operations and software as specified in a separate document approved by the CIVA Bureau.*

*Nowadays all the approved wind measurement methods causing difficulty and/or additional costs for the organizer:*

*a.) expensive and/or hardly assurable*

*b.) drone flights (especially altitude limit) are increasingly restricted in the most contries of Europe*

**PROPOSAL:**

*Allow the wind measurement method by airborne GPS similar like Section 6 Part 2. para 3.7.1.11*

### **Warmup Flying**

Two Romanian Warmup pilot (Theodor Munteanu, Alxandru Eparu) were available during the whole championships. Both of them performed excellent flights based on criterias/requested mistakes of the Chief Judge, showing a high flight skills.

### **Communications**

Contest informations were distributed through WhatsApp. Informations were always timely and reliable. Handheld professional military FM radios were used for ground communications without any problems.

### **Contest Flying**

Flying operations were coordinated by the CJ and Flight Director using flag-man signs for ground movements and the safety frequency for establishing the two way radio communication before entering into the box.

The competiton started on 5th of September with the Free Known program. There were no one incident or unsafe situation during contest flying.

With just 20 competitors from 7 countries it was possible to complete a full programme of flights each day.

By the afternoon of 7th September Programme 3 was finished and the organizing team decided to insert a day off for Wednesday. They offered to visit the famous Corvin castle in the vicinity of Deva.

On Thursday 8th of September the 3rd Free Unknown program was finished by noon and the organisers were able to set the closing ceremony one day earlier than had been expected.

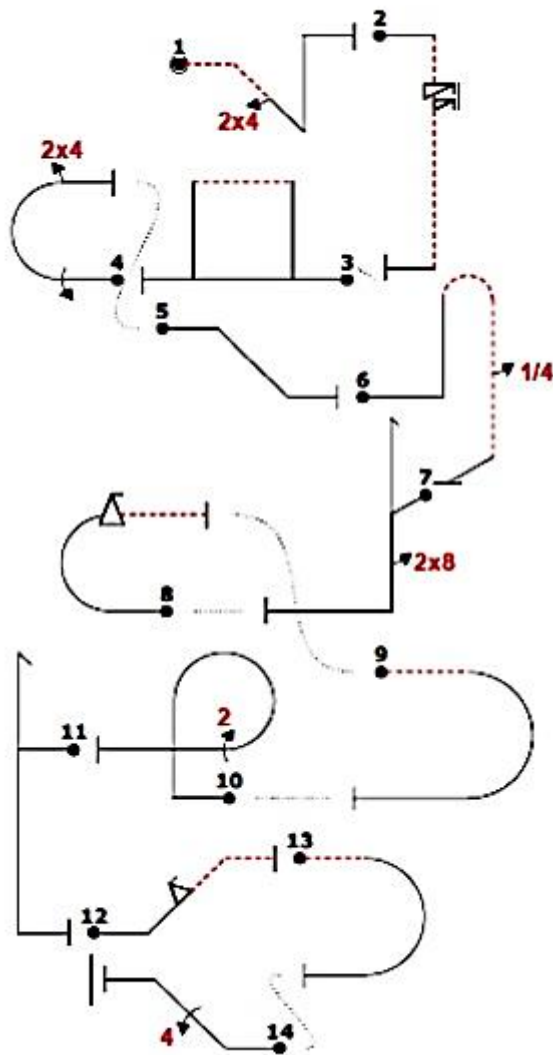
### **Judging**

Nick Buckenham, performed perfectly as Chief Judge. For more details on judging at this event, see the Chief Judge's report and [civa-results.com](http://civa-results.com) homepage.

During judging was one issue to mention:

To get to the sequence start point and be inverted at low speed the pilot entered the box downwind in upright flight, performed two wingrocks and flew a vertical line with the third wing-rock in the vertical, then pulled inverted into-wind and started the sequence. Some judges evidently thought that elements of this were not acceptable and awarded penalties.

Programme 2: Free Unknown #1  
Free Unknown B



Section 6 Part 1 says:

3.10.2.2. The aircraft may start and/or finish the wing rocks either inside or outside the aerobatic zone. They may be in normal or inverted flight, on any flight path angle. The flight path angle may change between the wing rocks. The return of wings to 'level' therefore does not necessarily refer to the aircraft being 'in level flight'.

3.10.2.3. If the first figure in a programme or the first figure after an interruption begins in inverted flight, the authorized starting procedure is either: a) a half roll prior to the first wing rock, and all wing rocks performed in inverted flight;

b) a vertical line established from flight in a direction parallel to the starting axis, with the exit in inverted flight; in this case the wing rocks may be performed partly or totally on the vertical line, or after levelling-off in inverted flight.

*Based on my understanding para 3.10.2.2 and 3.10.2.3. it is possible to perform 2 wingrocks in upright level flight following by third wingrock on the vertical line and pullig to inverted for starting the first figure of the sequence. („the flight path angle may change between the wingrocks”)*

**PROPOSAL:**

*Clarify perfectly with wording of para 3.10.2.2 and 3.10.2.3 the initial meaning of vertical wingrocks.*

**Results**

By 4pm on 8th of September all results could be declared final. Prize-giving and closing ceremony took place at the airfield.

European Champion Intermediate Power 2021 is Ivan Barsov from Russia, followed by -

Alexander Vasilyev from Russia as silver medallist, and  
Dan Stefanescu from Romania as bronze medallist

European Champion Team medals went to Russia, followed by  
ROMANIA second place, and  
POLAND third place



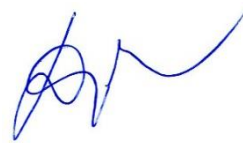
## **Protests**

There were no protests.

## **Conclusion**

Despite the uncertain COVID situation the championships were organised and managed very professionally and conducted without major incidents. It was a honour for me to work again together with the professional team at Deva. I would like to express my biggest thank and respect to all the local and international officials, helpers especially for all the young volunteers performed a great job from early in the morlings till late nights. That was a really nice event and a lot of fun!

Budapest, 9th of November 2021

A handwritten signature in blue ink, consisting of a stylized 'A' followed by a wavy line.