

22nd EUROPEAN AEROBATIC CHAMPIONSHIP CAT. UNLIMITED

EAC 2023



GENERAL:

From September 9th to September 16th 2023, the 22nd edition of the European Aerobatics Championships - Unlimited category - (EAC 2023) took place at the Pavullo nel Frignano airport, organized by the Pavullo Aeroclub.

The championship was held in accordance with the following regulations:

- FAI Sporting Code - General Section.
- FAI Sporting Code - Section 6 part 1.
- FAI Anti-doping rules.
- Local regulations.

24 pilots from 10 different nations participated in the championship. All pilots flew the Free Known program, the 1st, 2nd and 3rd Free Unknown programs and 14 pilots chose, on a voluntary basis, to participate in the Free Style program.

There were 2 available warm-up pilots, one Italian and one French, who carried out the flights requested by the Chief Judge.

Before the start of the championship, from September 4th to September 9th all pilots had the opportunity to carry out 6 official test flights each in the marked contest box, except for the Swiss pilots who arrived 2 days before the start of the Championship.



STAFF:

Contest Director: Maurizio COSTA (ITA),
Contest Director Assistant: Silvia PALMIERI MOELLER (ITA),
Organizer: Aeroclub Pavullo - President Roberto GIANAROLI (ITA),
Chief Judge: Nick BUCKENHAM (FAI),
Score Director: Lidia DZIECIASZEK (POL),
Scoring Assistant: Alessandro GHEZZI (ITA),
Flight Director: Fabio VENTURELLI (ITA),

Technical Commission: Sergio DALLAN (ITA),
Tommaso MARZETTI (ITA)

International Jury President - Members:

Pierre VARLOTEAUX (FRA) - Pekka HAVBRANDT (SWE) and Steve TODD (GBR)

Chief Judge - Chief Judge Assistants:

Nick BUCKENHAM (GBR) – Leif Culpin (GBR) and Jen BUCKENHAM (GBR)

Judges - Assistant Judges:

Guy AUGER (FRA) - Willy GRUHIER (FRA)
Quintin HAWTHORNE (RSA) - Laszlo LISZKAY (RSA)
Timo BARTHOLDI (FIN) - Tuula BARTHOLDI (FIN)
Gabor TALABOS (HUN) - Karoly MAGISZTRAK (HUN)
Esteban MOULIN (BEL) - Alain DUGAS (FRA)
Eladi LOZANO (ESP) - Gonzalo RODRIGUEZ (ESP)
Luca ANDRAGHETTI (ITA) - Gilles GUILLEMARD (FRA)

Other key staff:

Registration Office and Administration: Sonia VENTURELLI, Davide CASARI
Giuseppe MORICONI, Lorenzo LEVANTI

External Relations and Communication: Lara MAMMI

Modenatur Representative: Daniela AMIDEI

OFFICIAL RESULTS

Overall Combined results:

1. Florant ODDON FRANCE
2. Louis VANEL FRANCE
3. Mikael BRAGEOT FRANCE



podium

Teams Overall Combined results:

1. FRANCE: Florant ODDON
Louis VANEL
2. CZECH REP: Martin SONKA
Lukas PARIZEK
3. ROMANIA: Andrei-Mihai SERBU
Laszlo FERENCZ



Team podium

4 MINUTES FREESTYLE

Although a ranking was drawn up, this program was not approved by the International Jury due to irregularities in the scoring of the program itself.

In fact, the judges did not vote for 2 Luxembourg pilots, Varinot and Talon because, according to the Chief Judge, they had exceeded the display line. If that had been the case, however, their flights should have been interrupted by the Chief Judge. Their flights were not interrupted, and the Judges were instructed to stop scoring.

Since it was not possible to establish whether the pilots had actually exceeded the display line, the International Jury accepted the appeals of the pilots in question, but since their flights were not evaluated by the judges, it was not possible to include them in the Freestyle ranking and consequently approve this program.

Furthermore, the Contest Director, on the recommendation of the International Jury, excluded the Czech pilot Martin SONKA from the Freestyle program, as he performed part of the Freestyle program below the minimum disqualification height (150m).

Full results and programs are available at the following link:

https://civa-results.com/2023/EAC_23/indexpage.htm

REGISTRATION:

All pilots and team members registered through the official website www.eac2023.it.

The registration fee included, for the days from 8 to 17 September 2023, accommodation, breakfast at the hotel, lunch at the airport and dinner at partner restaurants, with dedicated buses for transport.

All the details are available on the website www.eac2023.it

From the first day of the test flight week, however, the pilots complained that the accommodation provided by the organization did not meet the minimum standards required for such an event.

The organization therefore reimbursed the pilots and team members who chose to arrange their own accommodation.

This solution was welcomed and appreciated by everyone.

GENERAL INFORMATION:

OPENING CEREMONY

On the afternoon of September 9th 2023, the opening ceremony took place in the Pavullo central square, in the presence of the Civil and Military Authorities, the participants and the staff.

The ceremony was enriched by the parade of historical characters in costume and the overflight of 2 Tornado fighters of the Italian Air Force.

In the evening, a gala dinner was held at the airport restaurant, enlivened by live music.



Opening Ceremony



The Brazier



Opening Ceremony

BRIEFINGS

Also, on September 9th 2023, after the opening ceremony, the general pilot briefing took place at the airport, during which the Contest Director explained the normal and emergency procedures to be followed during the competition.

Under the supervision of the International Jury, the starting order of program #1 (Free Known) and the figures for the drafting of program #2 (Free Unknown) were also drawn.

Various briefings were carried out, both every day before the flights and when required for the draws of both the flight order and for the figures of programs #3 and #4.

An employee of the Italian Air Force weather service attended all general briefings to provide the necessary data to ensure that the competition run safely and smoothly.



Programs draw

JUDGES OFFICIAL BRIEFING

The Chief Judge's Briefing took place on September 9th 2023. The organization of the Championship as well as the latest amendments to the Sorting Code Section 6 part 1 were reviewed with the Panel of Judges.

MISCELLANEOUS

All official communications took place via a dedicated WhatsApp list.

The official contest wind has always been reported during the general briefing in the morning and also on the board at the starting line of the flights.



Starting position

BOX

Pavullo airport is surrounded by hills, so the competition box, although marked as required by CIVA regulations, was characterized by a non-flat altimetric trend, being in fact "set" in a valley.

However, the numerous training flights carried out by the competitors allowed them to familiarize with the particular orographic situation.

Furthermore, again due to the hilly terrain, the lower limit of the box was raised to 200m, as opposed to the 100m usually expected.

Some extra markings were requested by the Chief Judge to better identify the box's main axis.

Another problem that arose was the high density altitude, due to the elevation of Pavullo airport and the high temperatures during the central part of the day, which penalized the performance of the airplanes.

For safety reasons it was unanimously decided to grant pilots the possibility to take an optional break during the programs in order to regain altitude.

The hilly terrain on which the box was located also prevented radio communication between the Chief Judge, the Contest Director and the Starter, when the judges were in the position south of the box.

To solve the problem, the Chief Judge was provided with a dedicated mobile phone for all necessary communications with the Contest Director and the Starter.



South Judges position



West Judges position

COMPETITION FLIGHTS

All flights were carried out in accordance with the rules of CIVA'S Sporting Code Section 6 part.1.

Thanks to the constant coordination of the Contest Director with the ATC, the pilots were able to fly freely in the competition box even during all the training flights.

During these flights, a dedicated frequency was reserved for the connection between the pilots and their coaches.

WEATHER FORECAST

The official wind was always determined through launches of sounding balloons carried out in the morning, and multiple times during the day, by the members of the Italian Air Force, purposefully present on site in order to provide weather information and other necessary data such as pressure, temperature, density altitude, ground wind, etc.



TECHNICAL PROBLEMS WITH PARTICIPANTS' AIRCRAFT

The French pilot Loic LOVICOURT landed during a training flight declaring an emergency due to an engine problem.

The airport service firefighters promptly deployed to the runway to assist the pilot, who landed safely.

The airplane in question never flew again during the championship.

The Luxembourg pilot Cyril TALON interrupted the flight during program #3 (second Free Unknown), due to a technical problem, without stating anything over the radio.

After safely landing he went to the sterile area of the airport, previously designated for this purpose, where the Technical Commission verified that the nature of the problem was the unfastening of a seat belt.

The International Jury decided that the pilot could fly the program again.

FLIGHT SAFETY

The competitor Cyril TALON landed in the opposite direction of the runway in use, during the take-off of another competitor, following the aforementioned seat belt problem, without declaring anything on the radio.

Another event regarded a pilot who performed a go-around before landing as the runway was still occupied, but this event was well managed via radio communications.

The second event happened because, to speed up the flights, it was decided to let a competitor take off when the previous one finished the program.

Both events were uneventful.

PROTESTS

9 protests were presented, relating to the request for revision of the scores (HZ) received by the pilots, which were managed by the International Jury, in accordance with the Regulations.

CLOSING CEREMONY

The closing ceremony and the awards' ceremony should have been held at 4pm on the last day of the Championship, in the center of Pavullo, but due to the continuation of the flights of the Free Style program, in agreement with the Organization, it was moved to 8pm and was held directly at the airport. This decision also helped those competitors who were planning on leaving early the following morning.

At the end, the gala dinner was held.

The awards' ceremony and the closing ceremony nevertheless received consensus from the participants, both for the presence of Civil and Military Authorities and for the warm atmosphere that characterized them.



CONCLUSIONS

At the beginning of the Championship there were some issues relating to the accommodation of the pilots and team members, which however were promptly resolved by the Organization in a satisfactory manner.

The Organization also obtained an extremely favorable fuel price which all competitors benefited from during the training flights and when refueling before returning to their home bases.

The presence of a team from the Italian Air Force meteorological service was certainly an added value for the Championship.

In fact, in addition to providing a very high level of service during the competition, it also aided the pilots who requested weather info for their flight home.

The briefings were held in a completely new conference room, inaugurated for the occasion.

The offices of the Contest Director, the International Jury and the Scoring Manager were located in the Aeroclub building, near the Aeroclub's main office and were perfectly suited for their purpose.

The judges took advantage of a room equipped with a projector to carry out all the necessary briefings and flight reviews.

What certainly needs to be underlined and what everyone especially appreciated was the warm welcome and hospitality which are typical of the area, accompanied by the exquisite quality of food that certainly satisfied everyone.

The events held by the organization, such as the visit to the Ferrari car manufacturer's museum in Maranello and the possibility of choosing the various high standard dinner restaurants dinner were noteworthy.



Maurizio Costa Contest Director