



**CIVA 2023
Kraków, Poland**

AGENDA ITEM 6.7

**15th FAI World Advanced Aerobatic Championships
Jean, Nevada USA
24 October – 3 November 2023**



**International Jury Report
Mike Heuer, President**

Introduction

The 15th FAI World Advanced Aerobatic Championships (WAAC) was held at the airport in Jean, Nevada, USA on 24 October through 3 November 2023. The Contest Director was Duncan Koerbel (USA) and Chief Judge was Nick Buckenham (FAI).

Initially, there was a total of **58** pilots from **15** countries entered in the Championships with 6 of these entered as H/C's. Also, one pilot (Anthony Oshinuga) was shown as representing Nigeria in documents before the competition, but he did not carry an FAI Sporting Licence from that country and could not represent it at WAAC.

I personally checked the FAI database to verify all pilots had the proper credentials prior to my arrival in Las Vegas. Mr. Oshinuga did carry an FAI Sporting License from the USA but on the results, he is shown as "IN1" and was ranked in the final results. I believe this to be an error. In the end, 50 pilots were ranked and awarded FAI and CIVA medals accordingly with 2 pilots from Australia disqualified after Programme 1 by decision of the Chief Judge, Board of Judges, and concurrence of the International Jury and Contest Director for safety or competency reasons due to their performance.

Arrivals

The Jury members were Pierre Varloteaux and Tamás Ábrányi. Pierre arrived a few days before the competition, during the practice days, and Tamás arrived on the morning of 24 October. I arrived at midday on 23 October and visited the airfield that day. Judges, Jury, team members, pilots and crew were accommodated at the SouthPoint Hotel and Casino, located about 20 miles from the airfield.

The organizer included accommodation starting on the evening of 24 October but with some officials arriving from international departure points, some elected to make their own reservations at the hotel prior to 24 October and paid for this personally. Later in the competition, the organizer paid \$100 in cash to those who arrived before the official opening date. This was a point of contention between the CIVA Bureau and Duncan Koerbel prior to the event and an agreement was not reached until the Contest Director decided to distribute cash payments at the event.



I should add that in referring to my report from WAAC 2014, the American judges were faced with the same dilemma. They had to arrive the day before, due to arrival time in Vienna, because they would not have made it to the contest site in Slovakia in time for the judges seminar prior to the start of the championships. They paid for the accommodation in Trencin personally. Obviously, this is not a new problem and I feel current rules are sufficient to cover this in the future, though some tightening of the text may be in order.

Unlike previous Championships where I have chaired the Jury, I was not provided a car for the event. I rented my own, so the Jury would be free to move wherever it needed and to stay at the airfield as long as required. The personal cost came to \$833.04 plus \$20.07 in fuel costs.

Contest Operations and Facilities

The bid for the WAAC was originally approved by CIVA in 2018. The permanent facilities at Jean Airport (0L7) were almost non-existent with no fixed base operation (FBO) at the airport, fuel being self-serve, and the only permanent building was a local skydiving club. At the time of the bid, temporary tents for hangarage were promised but this was later deleted, and all aircraft remained outside and tied down for the practice days and all the days of the WAAC.

The scoring director was placed in the same tent as the briefings were held and lunches were served. The scoring director also had the responsibilities of a contest office or “registrar” as we call this position in the USA. Normally, these duties are split, and the scoring office accorded a private room, but this was not the case in Jean.

The International Jury did not have any office facilities and we also conducted our business in the briefing tent, where we set up a table for our work. Again, there was no privacy for meetings, but we made it work. The advantage of our location was easy access to the Jury by contest participants. Thus, there was a considerable amount of interchange and many conversations between Jury members and participants.

The Contest Director also had no office of his own but was constantly on the move and would likely not have used one anyway. He did have an RV which he used on site for some privacy and rest.

The teams were all provided tents and countries were combined in those tents. This also provided some interaction between teams, and they were also close to the briefing tent.

The aerobatic box was located to the south and east of the airport and therefore flying was not visible directly in front of the contest facilities. When the judges’ west position was used, pilots and team members were able to access a parking area where the flights could be observed, and video recorded.

The judges were provided satisfactory chairs and awnings to protect them from the sun. The weather was sunny most of the time and very dry, which required some attention to personal health. A member of the International Jury was present on the judging line throughout the contest, unless other Jury duties precluded it.

The videographer for the event was Dan Agre (dan.agre@gmail.com) from California. His videos of the flights were of an excellent standard and because many video conferences were held by the Chief Judge, his work was of the quality required. He was also able to quickly access the required videos for the conferences. Video conferences were held on the judging line with a 42-inch TV monitor located there. In the evening and at lunchtime, the conferences were held in the briefing tent with a 65-inch TV available of high quality. The Chief Judge did an excellent job of expediting the conferences and no delays resulted as these were done on the line during judges' breaks in accordance with the rules. When held in the briefing tent, there were always observers watching the conferences that were not on the judging line. This caused some consternation at first but ended up not being a problem as there was no interference and did add a level of transparency to the proceedings, though only the Judges and Jury normally have the privilege of viewing the videos. Rule 4.5.5.1 does state the videos "shall not be available" to competitors and team officials except in conjunction with protests. However, security in that tent was impossible to enforce.

The portable hard drive of 1 Tb with the videos is now in the hands of Mark King and I hope these videos will be available to everyone soon.

Lunches were organized by Susanne Koerbel and were of the highest quality. Later in the contest, when briefing times were moved to earlier in the morning, breakfasts for the Judges and Jury were also provided in the briefing tent so the Judges could be on site for 07.45 briefings and the flying started earlier in the day.

Orders of Flight

Under the current Sporting Code, determining and preparing the Order of Flight is complex. Drawings were done using gambling chips with the contest logo on one side and the number on the other. On one occasion, a chip was left over, and a new drawing had to be held.

Drawings were held at the airfield but also at the hotel late in the evening at 21.00 when required. Early in the contest, there was confusion about the Order because numbers assigned to pilots were confused with their Order of Flight. This was resolved.



I do not know what could be done to simplify the process as I understand the intent of "groups" in the orders. But it does lend itself to errors and considerable time is involved.

However, I do recognize the rules were initially adopted and amended over the years to assure a maximum of fairness.

Wind and Weather Observations

Of the issues the International Jury had to deal with, the wind observations were the most difficult and controversial. The rules provide for three different methods of wind measurement:

- Balloon ascent
- Drone
- Aircraft GPS measurements

The drones were used throughout the event. However, with the wind close to or over the limits during the early days of the championships and the readings at 300 and 600 meters provided by the organizer held in doubt by teams, there was a lack of trust in the accuracy of the measurements. The wind was also highly variable as is typical of that area in Nevada, located between mountain ranges. It could be calm in the city of Las Vegas but high winds at Jean Airport.

Some of the flights were protested because the pilots believed the winds to be out of limits and some re-fly's were agreed by the International Jury,

On 29 October, one of the warm-up pilots, Craig Gifford, offered to conduct wind observations with the equipment in his Extra 330SC. The Contest Director agreed to the airborne measurements, and this is the information that Mr. Gifford provided me by text message that evening:

“My contribution to the contest official wind information today was determined by flying a constant heading, airspeed and altitude and recording the computed wind speed, direction, and headwind/tailwind and crosswind components computed by the GRT EFIS in my plane. The EFIS had a remote magnetometer for heading derivation, has been recently checked against a compass rose, and I also verified heading with runway heading upon departure (relevant for EFIS wind computations). The EFIS uses heading, airspeed, GPS track and ground speed to compute the winds using the same math as described in Rule 3.6.3.3 (albeit using whatever heading the plane is flown, in this case, the two box axes). I flew courses at 300m and 600m along the East, center and West sides of the box because I determined at the beginning of the first flight that the wind speed differed substantially on the East side because of the orographic effect of the ridge line on the East side (decreasing wind speed). Regardless, the wind



conditions were out of limits at all points for both the morning check and the afternoon check. I only took pictures in the afternoon but recall what I reported to the CD in the morning to have been 360 @ 30 at 300m and 354 at 38 at 600m. Both out of limits headwind. In the afternoon the winds had shifted to the West resulting in out of limits crossbox at both altitudes and all biz positions.

Following are representative pictures of the EFIS computed winds and derived head/tail wind and crosswind from the afternoon flight.”

The wind died down in the subsequent days and the controversy subsided. In the adjacent photo, the information board used by the organization is shown.



When a number was displayed upside down, this meant there was a break in progress.

Wind measurements were coordinated by Mark King, flight director, with the ramp starter and updated accordingly.

The organization was not consistent in providing the wind observation info to the International Jury, but this improved as the contest proceeded. There was not an “official” method of communication by social

media as the Contest Director did not agree to use *WhatsApp* for official communications. He used email and wrote a detailed “Plan of the Day” (PoD) each evening and distributed it accordingly. Mark King, however, did post wind info to the unofficial, ad hoc *WhatsApp* group that was created by Pierre Varloteaux at the contest site shortly after our arrival. More on *WhatsApp* later in this report.

Wind observations are to be performed at 30-minute intervals, but in periods of stable wind, this could be relaxed. That was the case in Jean, particularly during the last days. As had happened at past championships, the Contest Director received many requests for wind observations from team managers and coaches prior to one of their pilots flying. If the Contest Director had honored these requests each time they were made, the reports would have been continuous, and this was not practical. I asked the Contest Director to contact me with any such requests for approval beyond what was called for in the rules and/or intervals decided by the International Jury.

Official Contest Communications

Many of our rules were written during pre-internet and social media days and the younger generation we see competing today are fully capable and proficient with those apps and expect them to be used. Things like “official bulletin boards” have become obsolete and posting written notices on boards at the airfield and at the hotels is no longer practical or needed in terms of quick distribution of important info. A photo with a short text can be distributed to everyone in seconds.

Shortly after our arrival, the International Jury requested a meeting with the Contest Director, Duncan Koerbel. One of the agenda items for our meeting was the implementation of *WhatsApp*. The Contest Director refused the request and stated he would continue with the PoD every evening as well as announcements on the PA system at the airport and at briefings. Since both of my Jury colleagues were European, where *WhatsApp* is the standard, they objected, and the discussion became heated. In the end, an ad hoc *WhatsApp* group was created and utilized by the teams and pilots. I found it to be quite useful.

In addition to the teams group, Leif Culpin, Assistant Chief Judge, created a *WhatsApp* group for the Judges and Assistants. He sent reminders of van transport times and other info to that group and the judging teams were well informed. A Jury group was also created and used frequently by all three of us throughout the day as we were frequently scattered.

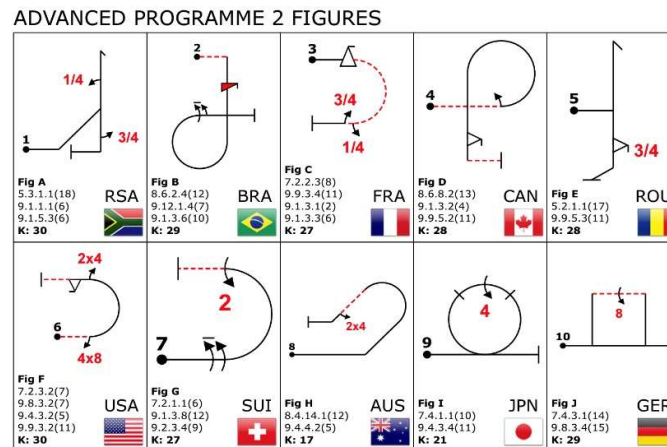
I highly recommend it. Our pilots expect it. Something inserted in the rules about social media would certainly be in order.

The Free Unknown Process

The selection of figures, composition of sequences, checking, and creation of the L-R Forms is one of the chief duties of the organization and the International Jury. This was all well handled with Pierre, Tamás, and Bob Freeman of the WAAC organization working closely and well together to get it done.

The first meeting for figure selections for Programme 1 was held at the hotel. It was chaotic and noisy with no projector or screen available and only a small whiteboard. The Jury asked that it be held at the airport for the remaining programmes, and this was done.

Programme 2 figure selections are shown below as a sample. The PDF of this official list of figures was posted quickly on the WAAC website.



Team representatives were called to the front, the figure drawn on a whiteboard, the OpenAero grid was displayed on the 65-inch TV, and all went quite smoothly. Both Bob and Tamás worked side-by-side to draw the figures in OpenAero and check for legality. The process was calm and orderly.



Plenty of time was afforded teams to submit sequences to an email address provided by the organizer. I did not receive any complaints that it was too fast or there was too little time allotted. There were many sequences proposed with each Free Unknown Programme having over 20 proposals submitted. Once checked and all was complete, they were posted on the WAAC website and presented in hard copy format at a table in the briefing tent for pilot review and selection. Jury intervention did occur on a few occasions where my colleagues felt a proposed sequence was not safe and were rejected. I supported this, though in my previous years of serving on International Juries do I recall an instance of a sequence being rejected for safety reasons. However, I trusted my colleagues' judgement as both are experienced Unlimited level pilots and safety is always of the highest priority.

Programme 4 Cut

With the wind out of limits for two days, the schedule became quite tight, and the International Jury agreed to a cut of 50% of the pilots for Programme 4. This put us at 25 pilots to fly as H/C's were cut for this flight as well. It was agreed not to go beyond 25 as it was clear there would not be time and preparation had to be made for the ceremonies that evening.

With an early start, lunch, and judges breaks, all were flown with the schedule finishing almost exactly as predicted by the Contest Director in his PoD and Order of Flight at just after 16.00 PDT on 3 November 2023. Though we finished at that time, some video conferences were needed and the provisional results for the WAAC were not posted until 17.21. There were also internet problems at the airfield. This started the two-hour protest clock and that period ended at 19.21. We were all in the banquet room at that time. No protests were received during the protest period and had they come in at the last minute, the final and official results would have been delayed. I am thankful that did not occur.

Closing Ceremonies

The banquet and closing ceremonies were held at the SouthPoint Hotel on Friday evening, 3 November 2023. About 200 people attended the dinner and awards ceremony. The ceremonies were conducted and narrated by the Contest Director.

Because of the late official finish of the event, many FAI Diplomas were not able to be filled out until the last moment for presentation. The Diplomas were filled in by Pierre Varloteaux at a table in the banquet room and all were ultimately presented on time. My thanks to Pierre for taking on this last-minute assignment, something not normally done by the International Jury but rather the organization. Diplomas for Programmes 1 through 3, however, could be prepared in advance and this was done by the Scoring Director, Marybeth Rudd.



It was a night of honoring skilled pilots and for them to bask in the glory of winning awards at a World Championships. The traditional podium was not present and national anthems were not played, except for the intervention of a French pilot who played their anthem through the microphone at the front. There was disappointment in this lack of national anthems expressed to me by several people at the banquet and I understood their respect and desire to honor FAI traditions and protocol.

| WAAC 2023 Overall Results | | | | | | | | | | | |
|---|------|-----|------------------------|--------------|--------------|----------|----------|----------|----------|----------|---------|
| WAAC 2023, Jean NV, USA, Oct 24 - Nov 4, 2023 | | | | | | | | | | | |
| Rank | Team | M/F | Pilot | Aeroplane | Registration | Fr/Known | Fr/Unkwn | F/Unk P2 | F/Unk P3 | Totals | O/all % |
| 1 | FRA | M | Tommy Douillard | Extra 330SC | 330XS | 2837.79 | 2516.66 | 2864.12 | 2874.36 | 11092.93 | 78.506 |
| 2 | FRA | M | Vladimir Gras | Extra 330SC | N330XS | 2719.98 | 2518.45 | 2940.21 | 2910.25 | 11088.89 | 78.478 |
| 3 | ROU | M | Dan Stefanescu | Extra 330 SC | YR-EXB | 2689.35 | 2488.85 | 2880.71 | 2818.93 | 10877.83 | 76.984 |
| 4 | FRA | M | Jeremy Renard | CAP 232 | FHLYK | 2726.07 | 2429.50 | 2852.14 | 2827.12 | 10834.83 | 76.680 |
| 5 | GBR | F | Mel Astles | Extra 330SC | N73KG | 2719.00 | 2458.25 | 2760.43 | 2875.91 | 10813.59 | 76.529 |
| 6 | ROU | M | Vlad-Alexandru Popescu | Extra 330SC | YR-EXC | 2721.84 | 2440.14 | 2783.76 | 2761.05 | 10706.79 | 75.773 |
| 7 | USA | F | Brittanee Lincoln | Extra 330SC | N330CZ | 2618.69 | 2399.94 | 2821.13 | 2822.64 | 10662.41 | 75.459 |
| 8 | USA | M | Kyle Collins | Panzl S-330 | N330LS | 2639.46 | 2427.00 | 2856.99 | 2728.66 | 10652.11 | 75.386 |
| 9 | FRA | M | Paul Chesneau | Extra 330LX | N330AN | 2684.10 | 2142.42 | 2863.98 | 2921.49 | 10611.99 | 75.103 |
| 10 | USA | M | Mike Ciliberti | MXS | N10S | 2618.91 | 2318.12 | 2711.88 | 2879.69 | 10528.59 | 74.512 |

What we did not have in our possession for the presentation was the **Peter Celliers Trophy**, awarded to the Overall Champion. This trophy was won by a Russian pilot, Dmitry Samokhvalov, in 2021 and since Russia has been suspended from FAI, the trophy never made its way to the USA. In a startling letter to CIVA President Nick Buckenham and others of 11 November 2023, received as I am writing this report, the former CIVA delegate of Russia stated they do not recognize WAAC as a World Championships and the trophy will be returned to FAI and CIVA when Russia's pilots can participate once again in what she deemed "true" World Championships.



WAAC 2023 Overall Team Results

WAAC 2023, Jean NV, USA, Oct 24 - Nov 4, 2023

Consolidated Results

| 1 | 🇫🇷 France | Aeroplane | Registration | Fr/Known | Fr/Unkwn | F/Unk P2 | F/Unk P3 | Totals | O/all % |
|-----|--------------------------|--------------|--------------|----------|----------|----------|----------|-----------------|---------------|
| FRA | M Tommy Douillard | Extra 330SC | 330XS | 2837.79 | 2516.66 | 2864.12 | 2874.36 | 11092.93 | 78.506 |
| FRA | M Vladimir Gras | Extra 330SC | N330XS | 2719.98 | 2518.45 | 2940.21 | 2910.25 | 11088.89 | 78.478 |
| FRA | M Jeremy Renard | CAP 232 | FHLYK | 2726.07 | 2429.50 | 2852.14 | 2827.12 | 10834.83 | 76.680 |
| | | | | | | | | 33016.65 | 77.888 |
| 2 | 🇷🇴 Romania | | | | | | | | |
| ROU | M Dan Stefanescu | Extra 330 SC | YR-EXB | 2689.35 | 2488.85 | 2880.71 | 2818.93 | 10877.83 | 76.984 |
| ROU | M Vlad-Alexandru Popescu | Extra 330SC | YR-EXC | 2721.84 | 2440.14 | 2783.76 | 2761.05 | 10706.79 | 75.773 |
| ROU | M George Rotaru | Extra 330SC | YR-EXB | 2570.75 | 2331.32 | 2775.13 | 2845.91 | 10523.10 | 74.473 |
| | | | | | | | | 32107.74 | 75.744 |
| 3 | 🇺🇸 United States | | | | | | | | |
| USA | F Brittanee Lincoln | Extra 330SC | N330CZ | 2618.69 | 2399.94 | 2821.13 | 2822.64 | 10662.41 | 75.459 |
| USA | M Kyle Collins | Panzl S-330 | N330LS | 2639.46 | 2427.00 | 2856.99 | 2728.66 | 10652.11 | 75.386 |
| USA | M Mike Ciliberti | MXS | N10S | 2618.91 | 2318.12 | 2711.88 | 2879.69 | 10528.59 | 74.512 |
| | | | | | | | | 31843.11 | 75.119 |

Webpages and Results

The various websites are a tremendous resource of information on these Championships and there is no need for me to repeat it here.

Be sure to consult www.waac2023.com for results and click on the “Judges and Jury” tab which includes images of all the protest forms and judging analysis. Full results can always be found at www.civa-results.com as well.

My congratulations to all of these winners.

As a matter of historical note, the Extra 330SC N330XS that both Tommy Douillard and Vladimir Gras flew is owned by Grant Nielsen, an American pilot who flies Advanced and would like to compete in the World Championships one day himself. Grant is a friend and a very generous and thoughtful man. He is very proud that his aircraft, in the hands of these talented pilots, won the World Championships and team title.

It made me think back to 1972 and to a contest Romain Fhal would remember, the WAC in Salon de Provence. The Aresti Cup was won by U.S. team pilot Charlie Hillard that year flying Pitts S-1S N442X. That Pitts was built by me and my father, and I flew it in Advanced myself prior to selling it to Charlie in late 1971.

Protests

The International Jury received **14 protests**. One from Romania was later withdrawn. Five of the protests were denied resulting in \$500 in fees being retained by me. I transferred these

funds to FAI on Thursday, 9 November, via PayPal per CIVA Treasurer Philippe Kuechler's instructions. I hope they make their way to CIVA's accounts.

A table with a summary of the protests is an attachment to this report. Images of the protest forms can be found on the www.waac2023.com website under the "Judges and Jury" tab. Judging Analysis reports are also there.

Density Altitude

I was contacted by a team coach prior to the WAAC, who was with his team practicing for WAAC in Jean. He asked for an interpretation of 3.6.2.6 which prescribes a maximum density altitude (DA) of 3,000 feet. This section has been revised in recent years and now applies only to Intermediate ("I" in the rule's text). I checked with the Chief Judge and CIVA Rules Committee chairman on this interpretation and they confirmed it. The DA limit did not apply to Advanced.

I believe this is to be addressed in the Safety Working Group report to be presented by Hanspeter Rohner. I also understand that a DA limit was introduced at the recent EAC in Italy. Therefore, I would call upon CIVA to consider this for Advanced as well. In the days of lower-performance aircraft in Advanced, DA was an important issue. But with the dominance of the category now by Unlimited-level, six-cylinder monoplanes, it was deemed to be no longer relevant. This may need to be changed. Jean had an airport elevation of 2,832 feet and with higher temperatures, experienced DA's of well over 3,000 feet. However, no request was made by team representatives or the Jury to have this rule waived in accordance with the rules. We operated without any DA restrictions.

Judging Analysis

Judging analysis was carried out after the completion of every programme. The Individual Judging Analysis reports were prepared by me in the evening, after updated ACRO data files were received. These were printed and distributed to the Judges before the following programme began. The report with all the Judges in the document was also posted to the championship's website under the "Judges and Jury" tab. The Chief Judge also received his own report either from me, in hard copy, or from the ACRO data file (*.ctx) provided by the Scoring Director. Judging information is also available on the www.civa-results.com website.

Technical Issues

There was only one technical/mechanical issue during the contest which required the pilot, Mike Ciliberti (USA) in an MXS N10S, to abort his flight, land, and proceed to the sterile area. I was alerted immediately as was the Technical Commission chairman and we proceeded to the aircraft to inspect the problem. The "push to talk" button on the top of the stick had come loose in the stick.





Because he could not troubleshoot the problem, the pilot made the correct decision to land. He was allowed to re-fly his programme later.

Recommendations

The following are ideas and suggestions based on my experiences at the 2023 WAAC:

- Future members of International Juries should remember that you function as a team of three. We are not independent of each other. Many rules interpretations must be reached in consultation with each other except those which are more routine and in answers to inquiries. Protests, of course, require the Jury to assemble or communicate with each other and come to a verdict by majority vote.
- Social media should be more integrated into our rules or guidance to organizers. You seldom see anyone today who does not own a mobile phone and millions use **WhatsApp**. We also use that app at our Nationals in the United States. Perhaps it should be the CIVA standard. It makes communications and photos instantly available to everyone and reduces misinformation and rumors.
- Discuss the applicability of Density Altitude (DA) restrictions for both Advanced and Unlimited.
- Emphasize the need for Opening and Closing Ceremonies to adopt and honor long-standing, decades-old FAI and CIVA traditions including display of flags and the playing of national anthems during these ceremonies. A podium (for 1st, 2nd, and 3rd place) should be the standard.

In Summary ...

It was an honor to serve as President of the International Jury and to work with colleagues and friends at this Championships. It was not a position I expected nor sought. But it brought back many memories of the Championships I have served since 1986, as a very young CIVA delegate from America. I learned a lot at that WAC in Great Britain, as I did at this latest competition as well.

My thanks to Pierre and Tamás for lending their considerable experience and dedication in service to our sport and this WAAC.

My best wishes for a successful CIVA meeting.

11 November 2023
Collierville, Tennessee, USA



WAAC 2023 – PROTESTS

| Nr. | NAC | Pilot/Protestor | Description | Jury Decision |
|------------|------------|------------------------|--|---|
| 1 | USA | Matt Dunfee | Protest claimed that various radio transmissions overheard stated winds were out of limits. Pilot was instructed to fly. | Protest upheld. Because of conflicting wind data, which was also changing rapidly, the benefit of the doubt was given to the pilot, and he was allowed a re-fly of Programme 1. |
| 2 | CAN | Ryan Chapman | During his flight of Programme 1, there were unauthorized radio calls made by the pilot following him which distracted him, as he assumed they may be from the Chief Judge. This caused altitude loss. | Protest upheld. Low penalties were removed by the Jury. |
| 3 | CAN | Christian Baxter | Wind was out of limits. | Protest upheld. See Protest #1 for rationale. |
| 4 | USA | Brittanee Lincoln | Judge graded Positioning as 8.0 in Programme 1 though there was only one “L” (figure 10). This was outside the permitted range allowed for Judges to mark. | Protest upheld. Positioning mark changed to 8.5 by the International Jury. |
| 5 | CAN | Dave Barbet | See Protest #3 for description. | Protest upheld. See Protest #1 and 3 for rationale. Pilot allowed a re-fly of Programme 1. |
| 6 | AUS | Ray Pearson | See Protest #3 for description. | Protest upheld. See Protest #1 and 3 for rationale. Pilot allowed a re-fly of Programme 1. |
| 7 | RSA | Tristen Eeles | Protest claimed that several Judges awarded improper Positioning marks based on the letters indicated in the L-R forms remarks for Programme 1. | Protest denied. Rule 4.1.5.7 permits a Judge to score up or down 1.0 if there were “other relevant factors”. This was properly done in all the cases cited in the protest. |
| 8 | BRA | Christiano Oliveira | The protest claimed that after long waiting times and with changing temperature and DA, pilot was instructed to taxi and then return to the ramp. He was then released again and did | Protest denied. Long waits, changing conditions, and quick releases to fly when conditions are within limits, are a part of championship flying. |



| | | | | |
|-----------|-----|----------------------------|--|--|
| | | | not have time to plan his flight in the changed conditions. A re-fly was requested. | |
| 9 | ROU | George Rotaru | Pilot was broken off during his training figures due to skydivers in the box and was not permitted to fly all the training figures. | Protest withdrawn. No verdict was rendered. |
| 10 | USA | Don Hartmann Marco Bouw | Judge #8 awarded 0.0 grades to these two pilots for what the protest claimed should have been HZ's according to judging criteria. | Protest denied. The Jury President had extended the protest period by so the judges' data could be reviewed. The Jury overrode the President's decision and denied the protest as it was filed after the 2-hour protest period. |
| 11 | JPN | Hiroyasu Endo | Pilot was #19 in the original Order of Flight but was changed to #18 without notice allowing him less time to prepare. The protest also claimed that traffic flew through the box while he was performing the first figure in Programme 2. | Protest denied. No remedy was presented in the protest. It is also not possible to re-fly Unknowns. |
| 12 | USA | Don Hartmann | Pilot received numeric scores from 4 Judges and HZ's from 4 Judges for figure #9 in Programme 3. The protest requested a video review of the figure by the Jury and removal of the CHZ. | Protest denied. The Chief Judge conducted a video review of this figure with the Judges and after the conference, the CHZ box was checked. The Jury decided not to overturn the decision of the Judges. |
| 13 | BRA | Marcio Oliviera | The protest claimed that the pilot received a radio call from the Chief Judge after take-off for Programme 3 and replied "Affirm". A restoration of the grades was requested or a re-fly of the programme if this was not possible. | Protest denied. The Chief Judge stated to the Jury that numerous calls were made to the pilot on the safety frequency and other frequencies without response from the pilot. The pilot flew the programme. This required disqualification. In addition, re-flies of Unknowns are not possible. |

| | | | | |
|----|-----|--------------------------|---|--|
| 14 | USA | Pilot #45 in Programme 3 | The protest contended that the pilot did not execute figure #12 properly and should have been graded HZ for wrong figure. | Protest denied. The video was reviewed, and the Jury upheld the decisions of the Judges. |
|----|-----|--------------------------|---|--|

