



**FAI Aerobatics Commission (CIVA)  
Annual Plenary Meeting 2018  
Warsaw, Poland**

**International Jury President's Report for the 13<sup>th</sup> FAI WAAC 2018**

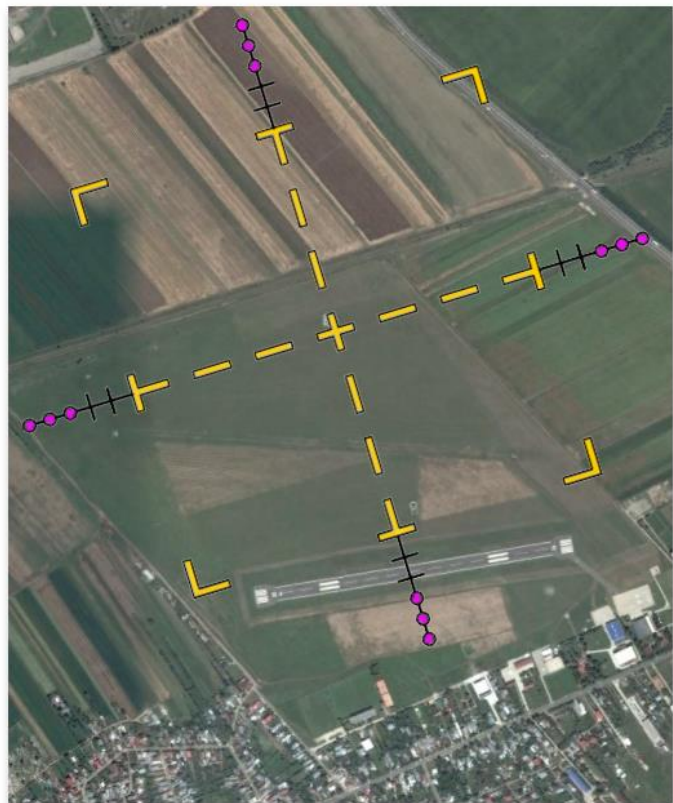
Strejnic Airfield, Romania  
15<sup>th</sup> to 25<sup>th</sup> August

Jury President – Nick Buckenham (GBR)  
Jury Members – Elena Klimovich (RUS)  
– Madelyne Delcroix (FRA)

**Contest site**

The airfield was located about 5km west of Strejnic town, close to Ploesti in the south of Romania. The facilities were excellent for all purposes, with a good range of offices and hangar space. A new briefing building and asphaltting to all the walkways had recently been completed, and the WiFi throughout the competitors' areas was first rate. The food was served under temporary canvas cover erected close to the briefing room, and to a much appreciated standard.

The contest box was located immediately to the north of the hard runway, and at a slight angle to it. Judging positions were available to the east, south and west, though only the south position was used during the event. Overall the event was well managed and all official actions conducted to a high standard.



**Briefings**

The contest briefings each day were all carried out in the newly constructed briefing room, and were clear and informative.

**Video recordings**

The organisers had arranged for a Hungarian video team to provide this service, using a good standard of professional equipment. The judging panel was able to review flights on a large monitor inside a darkened tent, making the determination of CHZ's clear and positive.

It subsequently became evident to me that although video recordings are made of every flight and Part 1 para 4.5.5.1 includes the recommendation that *“After the completion of the championships, the recording may be released by the Organiser for use in training”* the recordings themselves are normally retained by the video operator, and after the organising team has disbanded it may be difficult for anyone else to gain access to them. I recommend that the organiser makes a firm arrangement with the video operator that for a set period of for example one month any pilot or team may request via an email address mentioned in the event Bulletin a copy of the recording of their flight(s) from the video operator – after this the operator would normally discard them. These should normally be free of charge, though a fee to recover any internet storage / transmission charges could be levied.

### **Wind measurements**

Measurements of the wind strength and direction were made at 300m and 600m altitude at regular intervals throughout the event using the Czech Republic’s drone method, and this information circulated to all interested parties using a WhatsApp Group messaging system.

### **Technical and medical matters**

The following issues were handled by the jury:

- One flight during the Free Known programme was made without the required RT exchange being completed with the Chief Judges’ radio operator. A digital recording of all RT exchanges was available in the tower area, allowing the jury to confirm that no transmissions were received from this competitor despite clear requests from the CJ and an eventual instruction to land. The flight was normally judged but the pilot disqualified from this programme in accordance with Part 1 para 3.5.1.8.
- A second failure to achieve proper radio contact was experienced by a pilot whose transmissions were clearly received by the CJ but he could not receive instructions from the ground. He aborted his flight, and when the CJ’s radio equipment was subsequently replaced two-way contact was established.
- A pilot requested that his programme-2 flight be delayed for one day due to a severe headache. He was examined by the local paramedic staff, who could find no obvious cause. He was given some pain control medication and asked to remain in his hotel for the rest of the day, and flew without any problems at the start of the next day.
- The EA-330SC F-HLAS that was used by several competitors required its wing root rubber seals to be replaced, and a short series of evening test flights were authorised to prove that an effective solution had been implemented.
- During programme-4 a Russian Su-31 pilot aborted his flight after reporting a technical issue. It was determined by the Technical Commission that there was in fact no technical fault, he had simply failed to arm the auto-eject seat mechanism and deemed it wise to land. The jury denied a re-flight as covered by Part 1 paras 3.12.2.4 and 5.
- The tail-wheel steering mechanism of the Yak-55 operated by the Belarus team broke after a flight in programme-4, and although it was successfully welded the team decided not to fly the aircraft again in case the problem reoccurred.

## Protests

Two protests were received by the jury:

- Ukraine pilot Oleksandr Divieiev submitted that his programme-4 figure-7 had been flown correctly and a Confirmed hard Zero should not have been imposed. The jury reviewed the video for this flight and concluded that there was sufficient doubt regarding the CHZ for it to be removed so that the original marks could be used to calculate his score for this flight. The protest was approved and the fee returned.
- USA pilot Aaron McCartan submitted that his programme-4 figure-12 had been flown correctly and a Confirmed hard Zero should not have been imposed. The jury reviewed the video for this flight and concluded that it did show a very brief hesitation at the 1/8 point in the required 4x4 roll, the protest was denied and the fee retained.



Nick Buckenham  
International Jury President