

5th YAK52 WAC, Tula (RUS)

Report from President of International Jury

Settings

International Jury composition

Initial composition showed:

President: John Gaillard
 Member Pierre Varloteaux
 Jürgen Leukefeld

Due to changes in domestic event schedule it happened that John Gaillard could not attend the Championship. Technical problems caused that even Pierre Varloteaux could not attend the Championship either.

Thus it happened that the final composition of International Jury was like

President: Jürgen Leukefeld
 Member: Anatoli Belov

Participation and Equipment on site

- 21 entries who underwent initial aviation safety evaluation, 18 did pass
- Contest tent divided into three rooms for briefing and meals, contest office, jury (Picture 1)
- W-Lan was available as well as electrical power and sufficient power outlets
- A high sophisticated LIDAR wind measurement system was in use (windex 5000)



A kind of Blog

09th July, Sunday

- Another evaluation flight was given to the three pilots who didn't pass the initial one. Those pilots were from USA, Kazakhstan and South Africa.
- Finally, on decision of owner (Russian Aeroclub) and airfield operator (Contest Director) all three pilots were excluded from participation because of safety reasons.

10th July, Monday

Observation by Jury



When walking the flight-line it was discovered by Jury one G-meter missing in rear cockpit of ac RF-01092 (see Rule 1.2.3.3). Technical staff declared on question, there has not been any G-meter before. so at least no unknown object was inside the aircraft. Jury asked technical staff to swap the g-meter from an aircraft not used to the one mentioned. After pilot 13 the aircraft in question was equipped with two G-meters, which is according to the rules.
 (Picture 2)

Another technical issue

In the afternoon pilot 16 interrupted flight because of technical problem with g-meter. Aircraft was brought to sterile area and g-meter was inspected (see report „Flight 16“ below). As there was no malfunction could be proven and maximum indicator showed +7,5g, pilot was disqualified from this flight.
 (Picture 3)



11th Jul.17 Tuesday

Morning briefing

Information to pilots: Jury informed about one flight on previous day to be neutralized because of exceeding g-load limits. Strong recommendation was given to the pilots to be careful with g-load.

12th Jul.17 Wednesday

No flight due to bad weather => excursion

13th Jul.17 Thursday

No flights due to bad weather

14th Jul.17 Friday

Again technical issues with one aircraft's power. It was witnessed from ground that engine didn't run properly at full power. Aircraft was brought to sterile area and underwent investigation and maintenance. Problem could be solved.

15th Jul.17 Saturday

Repeatedly Rule 2.3.1.6.b) was waived on agreement of more than 2/3 majority of the teams. Although publication of sequences was at 13:15 only, flying Unknown I will begin at 12:00 (which means 1h 15min earlier)

Rationale: This decision made it more likely that Programme 2 will be completed on that same day.

Conclusion

- All necessary equipment and organisational procedures were provided appropriately.
- Programme 4 (3rd Free Unknown Sequence) was not flown
=> one set of medals (bronze, silver, gold, „Libre Inconnu 3“) is remaining
- Due to insufficient number of pilots per team, according to the rules, team composition was reduced to two pilots per team
=> one set of medals (bronze, silver, gold „Equipe“) is remaining
- Mainly the event was conducted according to CIVA Rules Part 6. The only occurrence, missing additional G-meter, could be fixed quickly.
- Jury in agreement with necessary majority of teams waived rule 2.3.1.6.b) (24h rule) and reduced publication period to 18 hours.
- As there were not protests made or complaints were in discussion, Jury declared results and the Championship to be valid.

- **Recommendation**

Jury recommends to generally reduce the period mentioned in rule 2.3.1.6.b) from 24 to 18 hours.

Rationale

Reduced period gives chance to begin next unknown sequence the very next day even publication was made in early afternoon hours.

Jürgen Leukefeld