

## AGENDA ITEM 12.1. Report of the President of the International Jury

**8<sup>th</sup> European Advanced Aerobatic Championship**  
**Radom Piastów, Poland**  
**August 1<sup>st</sup> – 11<sup>th</sup> 2013**

**LG Arvidsson**



At the CIVA meeting in Lausanne 2012, Radom in Poland was selected to host the 8<sup>th</sup> FAI European Advanced Aerobatic Championships 2013. During the last couple of years we have had a number of well organised events in Radom. The contest was organized by the Aero Club of Poland and the local organiser was Aero Club of Radom with the well know Director Stanislaw SZCZEPANOWSKI heading the organisation.

During the spring and beginning of summer I had contacts with Contest Director Pavel KAVKA (SVK). He visited the contest site at Piastów airfield and had frequent contacts with the organiser and kept me updated about the development.



The Chief Judge was Guy AUGER (FRA) assisted by Gilles GUILLEMARD and Jen BUCKENHAM. To his help he had nine selected Judging Teams, the 10<sup>th</sup> selected Judging team could not attend due to medical reasons. The CJ came early to the contest site and checked out the aerobatic box, judging positions and other arrangements. All Officials was picked-up by the organiser at the airport in Warszawa and transferred to Radom free of charge.



The weather forecast was very good and we started in the morning Friday 2 August after the General Briefing with contest flights. The Chief Judge had two warm-up pilots, one of them was the present World Champion Mikhail MAMISTOV (RUS). He gave the judging teams an extra challenge to detect errors. In the evening we had the Opening ceremony in the city of Radom.

Already on Monday we had concluded the Known and the Free and the judges had some free time. At Thursday afternoon all pilots had flown the two unknowns.

## The French Team

The Overall Advanced Champion 2013 was Simon DE LA BRETECHE. The French Team was also the winning Team. Among the six top overall pilots, five was from France.



## Conclusions

I'm very pleased that we now have one more Chief Judge with Guy AUGER and I hope that he will be available for more Championships in the future.

The Contest Director Pavel KAVKA was running the event very professional and efficient.

The radio contact between starter, CJ and CD was not working all the time and was solved by phone. The non-radio starting procedure failed once and we had two competing aircraft on the way into the box. After that the CD himself did release the





aircraft for start. With better radio contact the Chief Judge should give the starter order to release the competitor.

Some pilots had problems with the rough grass runway.

The accommodation was near the airfield and OK. We had very warm weather and air conditioned rooms should be preferred. Intermittent Internet connections at hotel was balanced by better connection at the airfield.

Overall EAAC 2013 was a well organised event with efficient staff and it was a pleasure to take part as Jury President in the Championship. I would also like to thank my Jury Members, Matti MECKLIN and Nick BUCKENHAM for an excellent cooperation in Radom and EAAC 2013.

LG Arvidsson  
Jury President  
EAAC 2013

## AGENDA ITEM 12.2. Report of the Contest Director

**8<sup>th</sup> European Advanced Aerobatic Championship**  
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**Pavol Kavka**



After many successful events in Radom it was decided during CIVA Meeting in Lusanne that advanced power aerobatic family is together again at airfield Radom Piastów.

Stanisław Szczępanowski, Director of Aeroclub Piastów was a leading organiser of the 8<sup>th</sup> EAAC. After many bilateral agreements, he had arranged the first meeting for all involved in the Municipal Hall in Radom. In February Mayor of Radom City and representatives of various departments like sport, culture, city transport, press, radio and TV, military, police commander and others discussed about the EAAC and expressed their suggestions from all points and angles of view. Place and programme for Opening and Closing Ceremony were suggested so to be ready for all weather conditions.

First **Bulletin** started in half of January and next one followed in March. Both of them included all useful data for every participant on EAAC. As it is normal in a few last years, there was a discussion on I-net on payment of part of the trip of Judges and the numbers of Judges with their Assistants for Competition. Finally, Sztanisław has decided to arrange “free of charge” transportation from Warszawa to everyone who needed it. Every single official and some of helpers had cell phones from organiser together with list of relevant names and numbers.

Marking for **arrivals** on the roads was perfect, lot of signs showed from all direction for the participants and the spectators led them to the airfield. The access to the airfield was simple and there were sufficient places for parking.

The grass **airfield** Piastów is one of the well-known places in aviation. Radom is well-known as successful Organiser of FAI Aerobatic Championships. The site is well equipped with a good infrastructure, capability and capacity. Manpower is at the excellent level. Area for public was large and suitable for spectaculars. Both of hangars were able to take all airplanes so they did not have anchored the planes outside.

**Registration** of participants was prepared very carefully with all necessary facilities and staff in the office in the main building. Later on, all participants were able to use the office for registration as an Info Point, the centre of all information. There were always local girls and other personal including Madelyne Mady Delcroix ready to help participants with any requirements.



**Accommodation** for the Contest Officials and some of the pilots was arranged in Hotel U Grubego, a very pleasant place not too far from the airfield. Some of the pilots lived also in hotels in Radom. Participants were satisfied as hotel guests and relations were good. Hotels were at proper level providing WI-FI free of charge, as well.

**Opening Ceremony** was very well prepared in the city Centre with speeches of official representatives of local government, Polish Aeroclub and FAI. At the end of Ceremony, President of CIVA Lars-Göran Arvidsson declared 8<sup>th</sup> EAAC as opened.

Official **web page** was renewed every day with new information and articles to describe the situation during the Event. It is still available: <http://www.eaac2013.pl>

For the EAAC 2013, there was a special group of people for gathering photos, videos and information. Photographer with his assistants created beautiful photos and videos from the event moments.

**Meals** were served every morning in the same hangar as briefing. Responsibility for meals lied on Chef from Hotel U Grubego. He did a great job. No complains about meals and drinks were received.

**Opening Briefing** had started by plan on August 2<sup>nd</sup>. All participants were presented and the weather conditions were excellent. All necessary procedures were described. Ground procedures were as follows: to follow the number of the flight order on the administrative building roof, than be ready to start up and taxi in proper time by order of runner. The runner was dressed in well-marked jacket with list of order and radio in his hands. Pilot had to taxi to the holding point of active runway, position of Flagman, after his order (sufficiently described and physically showed with flags during the briefing) to enter the runway and to take off. It was so easy and clear that it seemed to be without problem or misunderstanding. Anyway, there was a situation when pilot in the air interrupted his programme and started to descent. Flagman gave take off signal for next pilot. Fortunately, he saw the previous pilot in the air. First pilot in the Performance zone started to climb again for the rest part of his performance. Procedures for flying are very simple and acceptable for all pilots and organisers. On the other hand, there is always human factor and not all things go as we wish. During the briefings that was many times repeated that there are no marks and no scoring for pilot in case of no wing rocking for signalling the start of programme or no two way communication with Chief Judge. Directive was clear, if no connection, land immediately. It is very sad but there were two pilots disqualified due to violation of those matters.

There was a professional Air Traffic Controller in the tower room. His tasks were additional coordination and providing services for our potential departures or arrivals during the flying hours. Traffic frequency let us to defence the airfield against the random or uninformed flights.

Chief Judge and competing pilot in the air had **Safety frequency** determined only for them. I have to mention that this frequency was few times interfered with other radio correspondence and it is usual many times without any possibilities to detect the originator.



**For ground communication**, we used legal professional UHF band radios. Everything worked excellent, but from the most used location of Judges on the opposite side of the airfield only it required a little bit higher position. It is not so easy for Judge lying on the lazy chair during scoring to jump up and transmit. There is the reason for using cell phones.

**Official hours** of the Contest Office were every day from 7:30 until 20:00 or 20 minutes after landing of the last competition flight in that day, depending what was later.

**Weather** during the Championship was extraordinarily hot (Sahara weather) for Poland.

Temperature was daily more than 30 degrees of Celsius (86F). Finally, pilots completed all four programmes with mandatory cutting of the number at the end. In February, we could not believe anybody in Radom, that this summer is going to be so hot. Wind direction and speed measurement were provided excellently by military professional officer who also prepared meteorological information and weather forecast every morning.

Marking of **Performance zone** was good and there was no deformation caused by strong wind or other reasons..

Together there flew 48 contest **pilots** and one H/C Shigeto Obata from Japan.

**Winners** only from France let French anthem resonate during the Awarding Ceremony many times. Systematic and tireless hard work in aviation in France not only in aerobatic under leadership of Claude Coco Bessière brings its fruits yearly. It is really well organised preparation. The Russian pilots were also well prepared.

1. Simon de la Breteche
2. Alexandre Orłowski
3. Romain Fhal

Teams:

France, Russian Federation and Ukraine

The **Scoring Centre** was leading by Pavel Szcsepanowski. As usually, he also did a perfect job.

**International Jury:**

President of International Jury    Lars-Göran Arvidsson

International Jury Member        Nick Buckingham

International Jury Member        Matti Mecklin

That was an excellent cooperation.

**Board of Judges:**

Chief Judge: Guy Auger (FRA), Judges: Bernard Courtois (FRA), Violetta Germineite (LTU), Steph Hau (GER), Jérôme Houdier (FRA), Laszlo Liskay (RSF), Aldo Marengo (ITA), Jan MaxenN (DEN), Sabine Seibitz (GER), Oleg Shpolyanskiy (RUS).



Judges Assistants: J.C. Leboulanger, Algis Orlickas, Martin Worndl, Christine Genin, John Gaillard, Franco Fabio, Michael Garberts, Isabella Borowik, Vladimir Razhin and Gilles Guillemard.

For Chief Judge, it is very hard job to lead the Board of Judges, not only from aerobatic point of view, but also all other things connected. Guy Auger performed a work for the first time. His premiere and Judges did perfect job from the beginning seminar until the last flight.

Tadeusz Łęcki from Piastów airfield was the Chairman of **Technical Commission** and solved raising problems promptly.

Michail Mamistov Unlimited World Champion and Maciej Smólski from Poland, a cpt from an Airbus, flew a **warm-up** every day. They did a perfect job.

**Organizers** together with helpers, about 35 people did their best. Stanisław Szczepanowski was the initiator of the idea to organise the Event and the decision maker also assisted by his wife Ashka. Stanisław was managing support of sponsors. Every day organisers started with the meeting and plan for new day and finished in the dark with assessing of the past. It was perfectly done.

**Awarding and Closing Ceremony** was held at the airfield with presence of national teams, judges, international jury and organisers. Official closing was due to: vicepresident of Radom, Mayor of Jedlińsk, General Secretary of Aeroclub of Poland, and President of CIVA, Mr Lars-Göran Arvidsson. Ceremony was marked by performance of Military Orchestra of Radom. Deputy Prime Minister and Minister of Transport, Construction and Regional Development.

They had short speeches and congratulated all champions and winners. There was an air show before and beautiful fireworks party at the end.

To serve as a Contest Director was a pleasure for me and I am proud of the contest and the results that we produced. Thank all unnamed who helped me to bring the Event to a successful closure. Thank Bureau of CIVA for trust.

Pavol Kavka  
8th EAAC  
Radom Piastów  
Poland

## AGENDA ITEM 12.3. Report of the Chief Judge

**8<sup>th</sup> European Advanced Aerobatic Championship**  
**Radom Piastów, Poland**  
**August 1<sup>st</sup> – 11<sup>th</sup> 2013**

**Guy AUGER**



I joint Radom the 30<sup>th</sup> of July evening with my assistant Gilles GUILLEMARD. The 31<sup>th</sup> I meet Pavel KAVKA, Contest Director, and Stanislaw SZCZEPANOWSKI, Flight Director.

My first job is to verify the “box” and the judging positions.

### **The “box”, the judging positions:**

All marks (bands, cross and T) are placed. Two sites for judging positions are acceptable (east and south) without obstacles, the third (west), situated at 150m from the T, is not comfortable with fences, hangar constraining to place the judges on one line. I decide to use mainly the site south, according the predominant wind, and the east site.

I organize the judge’s position with three lines of three judges staggered in front of the Chief Judge. All spots have a four meters wide parasol, procuring a large shadow, and arm-chairs in poor plight, several have to be replaced during the contest. Two tents are also erected, one for the Chief Judge station work and the other for the coffee break equipped with two cold and hot water fountains. The disposition is completed by two toilets set on a trailer. The volunteers rise and take down all in a few minutes. We joint on to the judge’s position by a five minutes ride from the office to the south by road and by the airfield to the east.

Two small buses and one car are used for transportation of the judges. Thanks to Christine and Jérôme to be the drivers along the contest.



**Violeta GERMINAEITE , Algis ORLIKAS CJ, Gilles GUILLEMARD, Jen BUCKENHAM**



### **The meeting:**

All judges are called up for the Chief Judge meeting the 1<sup>st</sup> of August at 3 pm. Only 9 teams are present, Stanislav BAJZIC from CZECK scratches due to a medical problem. I know most of them but they make, everyone in his turn, a short presentation and I turn to good account presenting my aeronautical CV.

The board of judges:

Chief Judge: Guy AUGER, assistant: Gilles GUILLEMARD (FRA), secretary: Jen BUCKENHAM (GBR).

Judges: Bernard COURTOIS, assistant: Jean-Claude LÉBOULANGER (FRA).

Violeta GERMINAEITE, assistant: Algis ORLIKAS (LIT).

Steph HAU, assistant Martin WORNDL (GER).

Laszlo LISZKAY, assistant John GAILLARD (RSA).

Aldo MARENGO, assistant Fabio FRANCO (ITA).

Jan MAXEN (DEN), assistant Michaël GARBERS (GER).

Sabine SEIBITZ, assistant Isabella BOROWICK (GER).

Oleg SHPOLYANSKIY, assistant Vladimir RAZHIN (RUS).

Judge invited: Jérôme HOUDIER, assistant Christine GENIN-ZANETTA (FRA)

I give informations about “box”, judge line, previous program of the contest, accommodation, meals, transportation, briefing, etc...

E. learning: for the most part of judges the result at the first attempt is more than 80%, a couple reaches 100%. Six or seven judges have had difficulties with wrong answers. I come back to the questions and I make some recalls:

No downgrade with crosswind effect.

Give HZ if a part of the figure is obscured by a cloud.

Double humpy bump: I use the first figure of the know program as an example.

Short line after or before the half loop: degrade until 0.0 (no HZ and no insertion).

News 2013: Using the know program I indicate the figures who have loops or part of loop with constant and smooth radii and the figures who have corners, looping segment constant and smooth radii but not equal in the same figure.

One question: have you the 2013 ARESTI Code and the FAI Sporting Code Section 6 of 2013? The answer is positive for all judges.

I invite all judges to go at the south judging line with the two buses. All are enjoyably astonished by the quality of the site.

I inform also that all judging positions have a secretary. Judges appreciate this arrangement providing more attention to the flight behalf of the assistant.

Next "rendez-vous" August the 2th at 9 am for the general briefing.



**Vladimir RAZHIN, Oleg SHPOLYANSKIY**

**Sabine SEIBITZ, Isabelle BOROWICK**

**On duty:**

The good meteorological conditions have permitted to make know and free programs from Friday to Monday morning. All judges are free on Monday afternoon.

Tuesday first free unknown, Wednesday second free unknown until the 24th pilot, thunderstorm is coming at 4 pm.

Thursday morning a south wind like "sirocco" is blowing, end of the second free unknown with hot temperature and high humidity. The contest is finished at 2 pm. All judges are free afternoon and also on Friday.

Two warm-up pilots (Russian and Polish) are flying at morning and afternoon before to start the program on duty.

Each day one or two volunteers collect the sheets, two others are cameramen. Each team of judge has a secretary.

I have to underline the efficient work of Jen the secretary without to forget the control of all flights with Gilles.

Before to envoy the marks to the scoring station I maintain at the judging station some dossiers with particularities what I have to be examine on place or with the video.

According with the CD and during all programs a short interruption take place and all judges have appreciated the "coffee break" served with sweets, drinks and fruits.

#### **The events:**

Two pilots disqualified due to flight without radio contact with the Chief Judge.

With hard communications between CJ and CD or starter, I use the mobile for two way communications. It is a good solution to inform all the staff.



**JC LEBOULANGER, Bernard COURTOIS**

**Martin WORNDL, Steph HAU**

#### **About scores and conferences:**

With 9 judges on line I haven't problems with the simple majority for the HZ and PZ marks.

With the analysis of judges for all sequences of this contest I see that 75% of the 108 PZ are given by 3 judges (2 from France and 1 from South Africa) and 84% of 76 PZ given by those 3 judges are fitted to value due to the simple majority. My great surprise is the small number of PZ given by the others judges. I have also marked all the fidures of the 4 sequences and I remember several PZ given by me for flicks and spins.

With this situation the pilots can pursue to perform the same figure whitout to make better. I'm sure, with a great experience of flight, that those 3 judges are on the good way, looking up to all the criteria of flicks and spins.

During the contest they are 2 examples of insertions and interruptions where the judges haven't the same decisions.

I think that, for safety reason, the pilots interrupt the horizontal negative exit making a half roll and breaking before the following figure starting in negative flight for a vertical down path.

No problem to mark one insertion and one interruption but some judges mark HZ for the first figure and others mark HZ for the second figure. They haven't the same agreement for the same incident!

I recall that the figure is finished when the pilot return on horizontal path and never the judge can mark HZ for this first figure although it happens after. For the second figure (ex: 7.3.2.1) there is no element (roll or flick) on the first line and it's impossible to mark HZ for the second figure.

For the conference in the judge's room there is a wide TV screen. I recognize that my first intervention is managed in bad conditions with many people interfering during the discussion and after a meeting with the President of Jury all becomes clear.

To give clarification and result for some figures the pictures are satisfying with a great cleanness.



Laszlo LISZKAY, John GAILLARD

Aldo MARENGO, Fabio FRANCO

### **My opinion, my suggestions:**

What is appreciated:

The judges lines and all things around. The accommodation nearest the airfield perfect. The autonomy for transportation. The presence of secretary understanding english. The video equipment. The relation with all the staff of the contest. Lunch and diner.

I propose: Maintain the meeting before the contest in order to harmonize the judging manner and to discuss about new regulation points.(E learning is not suffisant).

Warm-up pilot: For the two free unknown program I propose that the pilot draws of lots a program among those proposed by the different teams to avoid to fly the program of his team.

For my first participation as a Chief Judge I appreciate the assistance of the International Jury in Radom and I'm very happy to be Chief Judge for the future international contests .

Guy AUGER / CJ EAAC 2013  
2013, 29th of September.