

Contest Directors Report

Combined Yak52 & IWAC

Mossel Bay, South Africa

Prepared by J L Gaillard

Introduction

This event was organised with four main objectives:

- a) To get some continuity for Yak52, as with the fairly low entries, this series is no longer really financially viable on its own.
- b) To introduce a new class of Aerobatics, to encourage further development of the sport, and allow perhaps those to compete internationally, who have no means or intention to get to the higher classes of Advanced and Unlimited.
- c) To give the opportunity for the utilisation of aircraft, now redundant to the upper classes due to their performance restraints, thus allowing types such as Pitt Specials, Zlin 50s & Yak 55s to compete on a competitive basis.
- d) To bring new Aero Clubs into International Competition

The above objectives were achieved, although the entry list could have been higher, certain major players in Aerobatics simply did not compete including France, Germany & USA, the entries were as follows:-

Yak52 – 17 entrants from 6 Aero Clubs:-

- Australia
- Belgium
- Canada
- Lithuania
- Russia
- South Africa

Intermediate - 30 entrants from 12 Aero Clubs:-

- Australia
- Brazil
- Czech
- Great Britain
- Hong Kong
- Lithuania
- Luxemburg
- New Zealand
- Poland
- Slovakia
- South Africa
- Sweden

The entry from China had to withdraw for technical reasons at the last minute, it was encouraging that both New Zealand & Hong Kong were represented, both new entrants to International Aerobatics.

The Contest Site

This site was chosen as the South African Aerobatic Club had held a series of successful events at the venue, accommodation was good and readily available via a beach front hotel and the Mossel Bay Municipality had backed the contest, thus providing essential infrastructure such as an Emergency Service and Medical backup.

Various studies were carried out on the weather patterns for the Region, all of which indicated favourable flying conditions at that time of year, however as it proved local conditions at Mossel Bay were not so predictable, with high winds and low clouds, which caused considerable disruption to the contest itself.

The performance zone had been marked permanently in previous years and was situated over virtually virgin bush, it actually proved to be quite a challenge to locate some of the markers on the ground, although very visible from overhead were very difficult to locate in the bush when on the ground, this proved quite a challenge and some wild game was encountered during the process.

The judging positions to the North, east & West were cleared of ground foliage an essential task as the area is the natural habitat of some very venomous snakes, including the Cape Spitting Cobra, fortunately none of these were encountered during the contest.

Pre Contest Preparations

Two additional airfield were located in the Region, being in Swellendam, where mainly the British Team trained and Oudtshoorn, although most of the practice took place at Mossel Bay. A happy outcome from Swellendam is that the community took the British Team to their hearts and as a result they have requested the South African Aerobatic Club to stage a Regional Contest at their airfield (an unexpected bonus of the Championship).

An unexpected problem arose with the South African Civil Aviation Authority (SACAA) who insisted that all the competing pilots had their licences validated including proficiency in English. This caused much aggravation with our contest organisation as well as the competing pilots, when challenged on the requirement, they quoted ICAO requirements and it was difficult to argue with the Authority. Just why this has not been a problem elsewhere in the World where we stage contests is uncertain as ICAO prevails nearly everywhere, all I can report is that the problem was eventually resolved and I can only extend my apologies to those Aero Clubs who were inconvenienced at the time.

As a note, we have subsequently rewritten our local Aerobatic Regulations, which are accepted by our SACAA and this particular problem should never occur again if an event is staged in South Africa.

Another challenge, which should be noted was in the provision of Yak52 aircraft, some service issues were present as well as restrictions on aircraft due to insurance, in addition the planned maintenance crew fell away at the last moment due to technical and operational reasons, and the specialised Yak52 tools were not on site. However in the final analysis everyone had an aircraft to fly and the contest organisation was a lot wiser after the event.

Wind readings were solved by Vladimir Machula bringing to the contest the “drone technology” based on GPS, which was capable of establishing the wind direction and speed in very short notice, we thank Vladimir for organising this for us.

The Contest

The contest itself was plagued by a combination of low cloud and high winds, early briefings became the norm at the contest Hotel, with a view to making the most of good flying weather.

Eventually Programmes 1 and 2 were completed successfully and the contest was curtailed after about 75% of the 3rd programme had been flown, this of course meant that a valid championship had taken place.

Only one minor incident occurred when a rudder pedal broke at the start of a flight, the pilot landed successfully and the aircraft was subsequently repaired and returned to service without further incident.

The Contest Results

World Yak-52 Aerobatic Championships 2014 Results - Team*World Aerobatic Y52 Championship, Mossel Bay, 26.11.2014-3.12.2014***Consolidated Results**

		1		Russian Federation	<i>Aeroplane</i>	<i>Registration</i>	<i>Known</i>	<i>Free</i>	<i>FreeUnk1</i>	<i>Totals</i>	<i>Overall %</i>
RUS	M	Vladimir	Kotelnikov	Yak 52	ZU-API	1561.77	1623.70	(1557.00)	3185.47	76.026	
RUS	M	Roman	Ovchinnikov	Yak 52	ZU-API	1563.53	1606.98	(1458.07)	3170.51	75.668	
RUS	M	Igor	Turik	Yak 52	ZU-API	1554.57	1611.47	(1418.50)	3166.03	75.562	
									9522.01	75.752	
		2		Lithuania	<i>Aeroplane</i>	<i>Registration</i>	<i>Known</i>	<i>Free</i>	<i>FreeUnk1</i>	<i>Totals</i>	<i>Overall %</i>
LTU	M	Zilvinas	Lidzius	Yak 52	ZU-WAN	1515.85	1628.54		3144.39	75.045	
LTU	M	Eltonas	Meleckis	Yak 52	ZU-WAN	1496.42	1589.97	(1672.67)	3086.38	73.661	
LTU	M	Aurimas	Bezaras	Yak 52	ZU-WAN	1468.82	1556.91	(1619.65)	3025.73	72.213	
									9256.50	73.640	

Contest Director: John Gaillard (RSA), Contest Chief Judge: Pavol Kavka (SVK), Scoring Director: Natalie Stark (RSA), Flight Director: Leif Culpin (GBR), Judges: Aldo Marengo (ITA), Jan Maxen (DEN), Nick Buckingham (GBR), Jiri Durak (CZE), Quintin Hawthorne (RSA), Algis Odickas (LTU), Judges Assistants: Jan Buckingham, Laszlo Liszkay, Fabio Franco, Violeta Gedminaitis, Monika Duravova, Zuzana Danhelova, Valentina Drnkina, Jury members: Lars-Goran Arvidsson (SWE), Elena Klimovich (RUS), Alan Cassidy (GBR), Other key staff: Annie Boon - CD's Assistant, Vladimir Machula - Weather, Ima Jancuikene - Info, Vyta Krikunaitis - Info, Kelly McCauley - G checking, Lloyd Lester - Flag Man, Gary Du Randt.

Note: The Free Unknown Programme-3 scores are shown here only for reference, and are excluded from the results as the sequence remained unfinished due to poor weather.

FairPlay System

Aerobatic Contest Results Organiser, Version 3.3 Build 15-11-14, with FairPlay Scoring System

World Yak-52 Aerobatic Championships 2014 Results - Overall

World Aerobatic Y52 Championship, Mossel Bay, 26.11.2014-3.12.2014



Rank	Team	Pilot	Aeroplane	Registration	Known	Free	FreeUnk1	Ranked by scores	
								Totals	Overall %
1	RUS	Vladimir Kotelnikov	Yak 52	ZU-API	1561.77	1623.70	(1557.00)	3185.47	76.026
2	RUS	Roman Ovchinnikov	Yak 52	ZU-API	1563.53	1606.98	(1458.07)	3170.51	75.668
3	RUS	Igor Turik	Yak 52	ZU-API	1554.57	1611.47	(1418.50)	3166.03	75.562
4	LTU	Zilvinas Lidzius	Yak 52	ZU-WAN	1515.85	1628.54		3144.39	75.045
5	LTU	Eltonas Meleckis	Yak 52	ZU-WAN	1496.42	1589.97	(1672.67)	3086.38	73.661
6	RSA	Charles Urban	Yak 52	ZU-TRS	1538.91	1531.74	(1635.57)	3070.65	73.285
7	RUS	Ekaterina Antonova	Yak 52	ZU-API	1537.11	1525.65		3062.76	73.097
8	BEL	Etienne Verhellen	Yak 52	ZS-TRS	1452.97	1600.61	(1500.82)	3053.58	72.878
9	RUS	Dmitry Shakurov	Yak 52	ZU-API	1484.31	1556.80		3041.11	72.580
10	RUS	Mikhail Bezdenezhnykh	Yak 52	ZU-API	1405.49	1621.74	(1594.09)	3027.23	72.249
11	LTU	Aurimas Bezaras	Yak 52	ZU-WAN	1468.82	1556.91	(1619.65)	3025.73	72.213
12	RSA	Bertus Du Preez	Yak 52	ZU-TRS	1489.22	1530.19		3019.41	72.062
13	LTU	Viktoras Kurbedis	Yak 52	ZU-WAN	1488.86	1498.10	(1524.46)	2986.96	71.288
14	RUS	Aleksei Kapilevich	Yak 52	ZU-API	1472.38	1507.10	(1456.91)	2979.48	71.109
15	BEL	Jacques Bodart	Yak 52	ZU-CWP	1358.63	1523.06		2881.69	68.775
16	CAN	Rick Feicht	Yak 52	ZU-CWP	1104.41	1127.77		2232.18	53.274
H/C	AUS	Russel Sneyd	Yak 52	ZU-CWP	1307.23			1307.23	31.199

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FairPlay System

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World Intermediate Aerobatic Championship Results - Team

WIAC 2014, Mossel Bay, 26.11.2014-3.12.2014



Consolidated Results

		Aeroplane	Registration	Known	Free	FreeUnk1	Totals	O/all %
1 South Africa								
RSA	M	Michel Leusch	Zlin 50LS	ZS-WWK	1686.83	1623.16 (1722.60)	3309.99	78.997
RSA	M	Neville Ferreira	Slick 540	ZU-TNT	1586.44	1656.39 (1697.94)	3242.83	77.395
RSA	M	Leigh Le Gonidec	XA-42	ZS-XAA	1577.40	1636.92 (1657.29)	3214.33	76.714
							9767.15	77.702
2 Great Britain								
GBR	M	Paul Brice	XA42	ZS-XAA	1537.94	1651.55 (1660.94)	3189.49	76.121
GBR	M	Mike Collett	Slick 360	ZU-MDA	1543.24	1633.30	3176.54	75.812
GBR	M	Christopher Sills	Slick 360	ZU-FEK	1578.72	1542.17 (1580.25)	3120.89	74.484
							9486.92	75.473
3 Czech Republic								
CZE	M	Jan Tvrdik	Zlin 50LS	ZU-ZLN	1605.92	1619.23	3225.15	76.973
CZE	M	Miroslav Cerny	Zlin 50LS	ZU-ZLN	1482.42	1540.89 (1506.80)	3023.32	72.155
CZE	M	Jaromir Cihak	Zlin 50LS	ZU-ZLN	1424.76	1540.05 (1450.80)	2964.81	70.759
							9213.28	73.296
4 New Zealand								
NZL	M	Todd Montgomerie	Slick 540	ZU-TNT	1488.75	1629.16 (1561.60)	3117.91	74.413
NZL	M	Steve Geard	Yak 55	ZU-DSH	1493.53	1622.27	3115.80	74.363
NZL	M	David Cranna	Zlin 50LS	ZS-WWK	1385.76	1497.29 (1303.89)	2883.05	68.808
							9116.76	72.528
5 Slovakia								
SVK	M	Viliam Hmko	Zlin 50LS	ZU-ZLN	1534.17	1602.60	3136.77	74.863
SVK	M	Andrej Zelem	Zlin 50LS	ZU-ZLN	1547.18	1476.18 (1586.81)	3023.36	72.157
SVK	M	Bohuslav Medvec	Zlin 50LS	ZU-ZLN	1385.61	1470.63 (1514.67)	2856.24	68.168
							9016.37	71.729

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2. Programme3 sequence-I (India) figure K-factors have been revised to their correct values, and thus the scores shown here may be slightly different to those previously published.

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World Intermediate Aerobatic Championship Results - Overall

WIAC 2014, Mossel Bay, 26.11.2014-3.12.2014



Rank	Team	M/F	Pilot	Aeroplane	Registration	Known	Free	FreeUnk1	Ranked by scores	
									Totals	O'All %
1	RSA	M	Michel Leusch	Zlin 50LS	ZS-WWK	1686.83	1623.16	(1722.60)	3309.99	78.997
2	AUS	M	Dieter Ebeling	Extra 330LX	ZS-EXE	1567.05	1694.41		3261.46	77.839
3	RSA	M	Neville Ferreira	Slick 540	ZU-TNT	1586.44	1656.39	(1697.94)	3242.83	77.395
4	CZE	M	Jan Tvrdik	Zlin 50LS	ZU-ZLN	1605.92	1619.23		3225.15	76.973
5	RSA	M	Leigh Le Gonidec	XA-42	ZS-XAA	1577.40	1636.92	(1657.29)	3214.33	76.714
6	RSA	M	Glen Warden	Extra 300L	ZS-TFA	1575.09	1622.82	(1657.40)	3197.91	76.322
7	GBR	M	Paul Brice	XA42	ZS-XAA	1537.94	1651.55	(1660.94)	3189.49	76.121
8	RSA	M	Jacques Du Plooy	Yak 55	ZU-DSH	1591.56	1597.74	(1477.19)	3189.30	76.117
9	GBR	M	Mike Collett	Slick 360	ZU-MDA	1543.24	1633.30		3176.54	75.812
10	SWE	M	Per Noren	Yak 55	ZU-DSH	1590.25	1585.36	(1709.05)	3175.61	75.790
11	RSA	M	Pierre Du Plooy	Giles 202	ZU-ZOZ	1519.31	1635.93		3155.24	75.304
12	SVK	M	Viliam Hrnko	Zlin 50LS	ZU-ZLN	1534.17	1602.60		3136.77	74.863
13	LUX	M	Cyrial Talon	Extra 300	ZS-BDE	1545.28	1591.27	(1606.20)	3136.55	74.858
14	GBR	M	Christopher Sills	Slick 360	ZU-FEK	1578.72	1542.17	(1580.25)	3120.89	74.484
15	NZL	M	Todd Montgomerie	Slick 540	ZU-TNT	1488.75	1629.16	(1561.60)	3117.91	74.413
16	NZL	M	Steve Geard	Yak 55	ZU-DSH	1493.53	1622.27		3115.80	74.363
17	GBR	F	Emily Collett	Slick 360	ZU-MDA	1482.82	1613.64	(1592.04)	3096.46	73.901
18	LTU	M	Sarunas Staniulis	Extra 300L	ZS-BDE	1541.47	1548.46	(1618.33)	3089.93	73.745
19	BRA	M	Marcio Oliveira	Pitts S1S	ZS-UZZ	1510.12	1562.43	(1358.58)	3072.56	73.331
20	RSA	M	Cliff Lotter	Zlin 50LS	ZS-WWK	1541.96	1517.36	(1626.27)	3059.32	73.015
21	GBR	M	Stephen Hipwell	Slick 360	ZU-DXX	1478.30	1578.61	(1573.82)	3056.91	72.957
22	GBR	M	Phil Massetti	Slick 360	ZU-FEK	1533.94	1519.51		3053.45	72.875
23	SVK	M	Andrej Zelem	Zlin 50LS	ZU-ZLN	1547.18	1476.18	(1586.81)	3023.36	72.157
24	CZE	M	Miroslav Cerny	Zlin 50LS	ZU-ZLN	1482.42	1540.89	(1506.80)	3023.32	72.155
25	HKG	M	Kenny Chiang	Extra 300L	ZS-BDE	1591.73	1411.73	(1694.24)	3003.45	71.681
26	CZE	M	Jaromir Cihak	Zlin 50LS	ZU-ZLN	1424.76	1540.05	(1450.80)	2964.81	70.759
27	POL	M	Tomasz Dudziak	Extra 300	ZS-BDE	1366.15	1523.20	(1380.72)	2889.34	68.958
28	NZL	M	David Cranna	Zlin 50LS	ZS-WWK	1385.76	1497.29	(1303.89)	2883.05	68.808
29	GBR	M	John Scott	Slick 360	ZU-DXX	1372.10	1503.07	(1476.83)	2875.17	68.620
30	SVK	M	Bohuslav Medvec	Zlin 50LS	ZU-ZLN	1385.61	1470.63	(1514.67)	2856.24	68.168

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FairPlay System

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General Comment

The Intermediate contest attracted a lot of different aircraft ranging from Pitts Specials to latest Extra 330 and a whole lot in between, it was therefore good to see the winner flying a Zlin 50 from the 1980s, this proves the concept that the regulations determine the level of performance and that such aircraft in the hands of a talented pilot are equally competitive and a place in International Competition is still available to such aircraft

The fact that we could get 30 entrants from 12 different Aero Clubs to a fairly remote site in South Africa, suggests that this category if organised in Europe or the USA would at least attract double and become a viable contest in it's own right.

The Intermediate and Yak52 categories are ideal for bringing new judges into play, with a possibility of progressive advancement to Advanced and Unlimited. It is also a great opportunity to utilise internationally all those aircraft now redundant such as Zlin 50s, Yak55s, Extra 200s, Pitts Specials.

CIVA Medals

When the package handed over at the CIVA meeting in Poland was opened, it was found to contain FAI Medals only, no CIVA Medals were present. (This situation had also occurred at WAAC).

Whatever the problem is with the procurement of these medals it needs to be sorted out quickly as it is just not acceptable for competitors not to be given the medals that they have earned.

In this instance the South African Organiser procured medals locally and at short notice with the agreement of the CIVA President who indicated that the cost should be deducted from the sanction fee paid to the FAI, however in practice the South African Aero Club had already paid the sanction fee following an invoice and demand from the FAI.

Despite having submitted the invoice for these medals the South African Aero Club has yet to be paid, again this is a highly unsatisfactory situation, which does not reflect well on CIVA or the FAI.