

# CIVA Meeting, Budapest, Hungary 2015



## Report of Chief Judge

**Arrival:** I had arrived in Johannesburg from Europe on November 26th and departed at 11:10 local time to George, Western Cape. The plane had landed at the airport George in about 2 hours. Quintin Hawthorne (RSA) came in the same plane and took me from the airport to Mossel Bay by car which was about 25 minutes away. Upon arriving in Mossel Bay Quintin got a message about too strong wind 12.3 meters per second at the airport so we went straight to our hotel.

**Accommodation for Judges:** Hotel we lived at was at a desired level, excellently located on the coast, only few meters from the beach and except WIFI in hotel rooms, met all requirements.

30 **pilots** in the Intermediate category and 16 + one H / C pilot in YK52 Category, together 47 pilots were able to participate in Championships. For the Judges there were total 83 flights except warm-up flights before flying days. Quite nice number of pilots, but I personally missed many nationalities as GER, POL or USA. A pleasant surprise were HKG, NZL, LUX and SVK even they had many technical problems in connection with the aircraft.

**Opening Ceremony** of Championships was in the presence of Mrs. Mayor of the city and South African sport and government officials in the evening in our hotel. After their official welcome and speeches President of CIVA Mr. Lars-Goran Arvidsson had declared World Championships opened. Performances of folk music artists from around Mossel Bay also helped to create the atmosphere in beautiful hotel hall. Contest Director asked me to be ready with the Judges for departure to the airport at 7:30 in the morning from in front of hotel.

**Board of Judges:** International Judges: Jiří Duras (CZE), Jan Maxen (DEN), Nick Buckenham (GBR), Aldo Marengo (ITA), Algis Orlickas (LTU), Quintin Hawthorne (RSA). Judges Assistants: Jen Buckenham, Laszlo Liskay, Fabio Franco, Violeta Gedminaite, Monika Durasová and Zuzana Danihelová. Valentina Drokina, Mr. Stark and his wife assisted me. As usual we started with the Judges to repeat regulations for the evaluation of competition flights even it was the end of aerobatic

championship season in north hemisphere with many national and international contests where the Judges were involved.

**Transportation** of the Judges was carried out by two minibuses from hotel direct to the airport or Judges Position, and back, according to the current weather and except for some delays operated smoothly.

**Position of Judges.** Selection of the location could not be too difficult with regards to meteorological conditions at the airport. Wind at the airport was practically without significant changes parallel to main axes. Almost all of judging we carried out from that Position of Judges. The place was properly prepared, well mow down and cleaned. Because of terrain conditions around we were not exactly at the right location but it was acceptable. After an initial warning against wildlife and various species of reptiles we were a bit careful. I personally checked the place and surroundings and overlooked the site, but except only once someone spotted a snake, we were not disturbed by wild animals while judging during the championships. The area between the Judges and the Performance Zone was free of any obstacles.

After a short familiarization with location and orientation aimed at determining where there are Performance Zone and boundaries, then the north and main axes were claimed and shown. After that we proceeded with repetition and principles of evaluation for individual figures and maneuvers from first competition sequence. We had got enough time, because of the weather conditions they were initially outside of the limit. The first flying day of the Contest we had started without runner who was supposed to collect the Score Sheets so I collected them together with my assistants. We had no radio contact between me and Contest Officials only from time to time between me and Flight Director. Ground radio circuit was not established until the end. All requirements and notices were sent by cell phone of Mrs. Stark. There was practically no chance to do something immediately. Information did not permeate through neither at the airport nor in hotel. We had been sent every morning except one to the Position of Judges too early (on the place before 8), even there were no flights and meteorological conditions, mainly low clouds or strong wind were out of limit. We had to wait for transportation for example due to strong wind over 12 meters per second with rain at our place in only tent for the Chief Judge too small for all Judges and Assistants. South Africa is hot, but also temperatures below 16°C. On the other hand waiting on the airport for Judges was not comfortable, because of space of the airport building and a tent beside. They did not provide enough space for all participants during non-fly time. Next days of Contest were almost the same procedures. Breakfast at 7am, 7:30 departure of the buses direct to the Position of Judges or the airport then we waited for the weather. I was every day convicted to determine bus departure later. However, that was without changes. We had to use another location for the Judges at the end of Competition, which was at the worse place, out of the axes with trees and bushes in front of Judges restricting their views. We were not able to see any sign or marker showing the cross axes and during the warm-up pilot flights the plane was drifted out of the axes because of strong wind. Fortunately, we were not obliged to use that place for a long time.

**Meals** for Judges In the first morning we arrived for breakfast at 7am but the staff had not everything ready yet and it seemed like they did not know that at 7am there are more than 20 people for breakfast. This was repeated every morning with a slight improvement but almost unknowable. We ate even on our way out in front of hotel because at half past seven minibuses were ready to go. As always hurry, hurry and then wait. Catering for the Judges was complicated. Lunches were undervalued. There were no hot meals during lunch only baguettes or sandwiches. Dinner with a few exceptions opening and closing ceremonies and sponsorship night in small tent at the airfield was served in the ground floor room of hotel, which was also the best place for Wi-Fi Internet signal. So the room was full of people in the beginning of dinner. Meals were very simple without any choice, one kind of meal also in one pan from which everyone could take it. Therefore in next evenings some of Judges could not see any change went to in the city and paid for their dinner in the restaurant.

**Video** was functional without any remarkable errors.

**Results: Yak 52 Overall:** 1.Vladimir Kotelnikov (RUS)  
2.Roman Ovchinnikov (RUS)  
3.Igor Turik (RUS)

**Intermediate Overall:** 1.Michel Leusch (RSA)  
2.Dieter Ebeling (AUS)  
3.Neville Ferreira (RSA)

Congratulation !

All results: <http://www.civa-results.com> Images: [www.yakwac2014.co.za/](http://www.yakwac2014.co.za/)

**Closing Ceremony** was again in the hotel hall in very good mood and everybody was happy that we were able to finish and complete the Contest. After Awarding Ceremony at the end of official part of the evening President of CIVA Mr. LG Arvidsson declared Championships closed.

**Safety** During the competition flights also had occurred defects which affected the progress of the competition. These included: safety belt damage, the communication failure and landing gear mechanical indicator malfunction. In the last case it was not possible to consult immediately what to do. It was not clear who was solving the problem with pilot, because of missing direct connection between Contest Officials. More air band radios were transmitting in one moment. That was in case of emergency inadmissible and Contest Officials must be able to communicate each other without delay. In the effort to assist the pilot after distress call in emergency Contest Officials must provide the most effectively and in the safest way help for the pilot.

Despite those facts we were able to fulfill the task and evaluate competition flights.

Recommendation for Organizer: not to forget mobile phone in hotel if you are the key person in the event; do not forget keys (if no spare) from important facilities at the airport because the Contest is not running; to apply strictly rule of Section 6-Part 1, para 4.2.3.4. The Organizer of World and Continental Championships must establish an efficient radio communication between the contest officials (Contest Director, Chief Judge, Flight Director, Chairman of the Technical Commission, and International Jury) and supervise the running of the contest.

**Submission for CIVA:** to solve repeating problem with money for the Judges' expenditures.

Thank all who helped us to prepared and complete those Championships.

Chief Judge

Palo Kavka