



## AGENDA ITEM 8.2a

**11<sup>th</sup> FAI World Advanced Aerobatic Championships**  
**Dubnica nad Vahom, Slovakia**  
**7-16 August 2014**



**International Jury Report**  
**Mike Heuer, President**

### Introduction

The 11<sup>th</sup> FAI World Advanced Aerobatic Championships (WAAC) was held at the Airfield Dubnica (LZDB), Dubnica nad Váhom, Slovak Republic on 7-16 August 2014. Contest Director was Vladimír Machula (CZE) and Chief Judge was John Gaillard (RSA).

There were a total of 66 competitors from 18 countries and 1 *hors concours* pilot from Australia. Detailed results are available from [www.civa-results.com](http://www.civa-results.com).

Jury members were Philippe K uchler and Madelyne Delcroix. My thanks to both of them for the long hours they spent at the airfield and the hard work in ensuring the contest was run in accordance with FAI Sporting Code.

### Arrival

I arrived at Vienna-Schwechat (VIE) Airport on Tuesday, 5 August in order to be in place at the contest in time for Jury duties as well as the CIVA Rules and Judging Sub-Committee meetings that were held on 6 August at the airfield.

The organizers graciously offered transport from Vienna to the contest site but I ended up riding with the American judge, Bill Denton, and his Assistant, Peggy Riedinger who had arrived about the same time from the USA.

### Contest Operations and Facilities

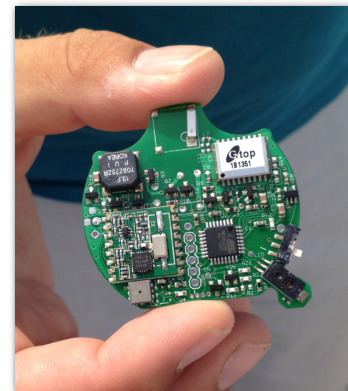
I had previously visited the contest site during the EAC in 2012 and found it to be ideal for a competition. The facilities are of very high quality, the Jury office was one of the best I have experienced at a Championships, a classroom of adequate size was available for meetings and the judges seminar, the scoring office was next to the Jury's, and the Contest Director's office was nearby. We could all access each other quickly and easily. We were also situated on a terrace where airfield operations could easily be observed. No doubt, this airfield was one of my favorites since I have been attending World Championships.

My special compliments to Vladimir Machula, the Contest Director, as he combined a keen sense of what was needed with a sense of humor and a dedication to getting things done quickly and efficiently. His previous experience as a Contest Director at major Championships served him well.



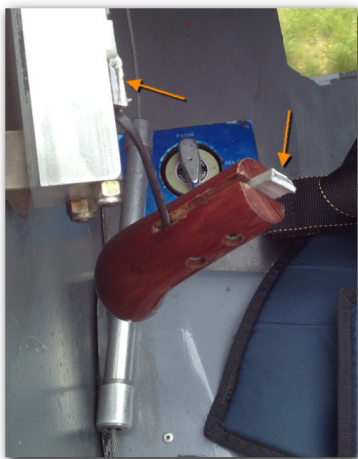
The Scoring Director was Paweł Szczepanowski ([pawelsz80@wp.pl](mailto:pawelsz80@wp.pl)) and I could have asked for a more capable, experienced, and responsive scoring official. He quickly provided everything the Jury needed, I received the contest data files immediately, and he was friendly and cooperative at all times.

Wind observations were made with a new device which the Contest Director can report on. It was a very small transmitter inside a styrofoam cup and launched by balloon (see the accompanying photos). The devices were later retrieved by the weather observer. The observations were quick and accurate.



Wifi coverage was available on the airfield and scores and results were available very quickly.

### Technical Issues



There were a few minor technical problems with aircraft and one occurred before flight and were easily resolved. The French pilot Mélanie Astles experienced a failure of the throttle in the cockpit of her CAP 332SC and she managed to land safely. The aircraft could not be repaired in time and the Italian pilot Rodolfo Natale offered his CAP for her to fly.

She was permitted to fly familiarization figures prior to the flight as the aircraft was substantially different than her own and the seat gave her some problems physically. This was a wonderful example of good sportsmanship among pilots and my thanks to Mr. Natale.



## Protests

The following official protests were filed with the International Jury:

NAC	Pilot	Description	Jury Decision
NOR	Ivar Dyrdal	Pilot received a CHZ on figure #4 in the Known. Originally, five (5) judges scored the figure (marks ranged from 3.0 to 6.0). Three (3) judges gave it an HZ.	The protest was denied. The Chief Judge conducted a video conference and gave the figure a CHZ. The rules and procedures were properly followed.
USA	Team	USA Team asked the Jury to revisit its discussion on the paperwork issue concerning Craig Gifford in the 2 <sup>nd</sup> Free Unknown. Mr. Gifford had selected sequence “E” to fly but the judges were holding forms for sequence “G”. Despite the forms being incorrect, 4 of the 7 judges were able to score the sequence, though at a heavy disadvantage to Mr. Gifford, who did not receive the scores he might have if the paperwork had been correct and sequence “E” was held by the judges. “AV” were given on those judges’ Forms A who could not follow the sequence.	<p>The protest was denied and the Jury took no further action. However, in its discussions on this problem, the Jury decided to request the Contest Director issue a public apology to Craig Gifford and the USA Team for the error in the paperwork that was provided to the judging line.</p> <p>No apology was ever made to Mr. Gifford.</p> <p>The Jury recommends the Chief Judge be provided a list of pilot selections on the Free Unknowns with the order of flight. Further, that a physical check be made of the paperwork on the line before the flight programme begins.</p>

## Problems with Deadlines and When to “Start the Clock”

As background to the following discussion, this is the wording of 4.3.4.6 in the 2007 version of the rules:

4.3.4.6. The Unknown Compulsory Programmes, after being approved by the Chief Delegates or their representatives, will be announced to competitors by the International Jury not less than 24 hours before the time at which each programme is to be flown.



These rules were quite simple and clear. It required the Jury is "announce" (this would also mean "publish" or "post" in realistic terms) the Unknown programme **24 hours** before it was to be flown. This was easily understandable and in the rules that way for many years.

The change came when we changed the rules to **Free Unknowns** and with the current wording as follows in 4.3.4.6:

4.3.4.6. Publication and Selection of Free Unknown Programmes

- a) All these proposed sequences must be checked by the International Jury and if necessary corrected at least 24 hours before the start of the programme.
- b) The International Jury shall publish all the sequences proposed by the NACs.
- c) At least 12 hours before the commencement of each Programme, each competitor will notify the Organiser which of the proposed sequences he/she will fly.
- d) At least 1 hour before the start of each Programme, the Organiser shall provide each NAC with a list of the Free Unknowns chosen by each competing pilot.

It says they should be "corrected" 24 hours before they are to be flown. It also says the Jury shall publish all of the Free Unknowns. But it does not say anything about "posting", "announcing", or "publishing". It should. I propose an editorial change in the 2015 version of Section 6, Part 1, which will clarify this.

What I did in Slovakia was sign each of the Unknowns and put a date and time on them when they were finally "corrected" by the Jury. The 24 hour clock started then but it should be more clear.

A special thanks to "pik" and Mady for helping with checking the Free Unknowns. There were many submitted and though few errors were found (mostly in "connecting figure" K factors), they each must be carefully checked before posting.

#### **Disqualification of Judge – Programme 4**

The International Jury was informed of an infraction of rules regarding a judge holding flight order papers published by the organizers. After taking the testimony of the contest office and organizer personnel involved, on 16 August, the following letter was presented to Lyudmyla Zelenina, FAI international judge from Ukraine:

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The International Jury has decided to disqualify you as a Judge for Programme 4.



Rule 7.5.1.6. states, “Judges shall not keep or make reference to a flight order sheet .... during breaks/lunches.”

It came to the Jury’s attention that last night, after the completion of Programme 3 and when the flight order was prepared and printed, pilots of the Ukrainian Team came to the contest office and asked for 3 copies of the flight order. In the presence of three witnesses, one of the pilots gave you a copy of that flight order which you, in turn, folded and placed in your pocket.

The Jury took your testimony as well as two of the witnesses involved. It verified that your receipt of the order of flight document did take place despite your denial. The Jury believes the witnesses to be credible and they independently verified this occurrence.

I would also add that you and your judging team had previously been warned by a member of the International Jury about hand signals which could be interpreted as collaboration with other Judges on marks. This is a violation of the FAI Sporting Code, General Section, 4.3.1.1 which states that “... FAI Judges are International Officials acting on behalf of the FAI.” Paragraph 1.1. also states FAI’s responsibility to control air sports “... in the interests of good sportsmanship and fair competition.”

You are hereby removed from the Board of Judges for the remainder of the Championships and the grades you gave on the first six pilots will be deleted.

In accordance with Section 6, Part 1, paragraph 2.3.4.1, the decisions of the International Jury are final and must not be changed later.

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Subsequent to the presentation of this letter, a copy of a letter was received protesting the decision which was addressed to the President of FAI and President of CIVA. As was stated in the Jury’s letter to Ms. Zelenina, decisions of the Jury are final but the possibility of appeal to the FAI is always available.

The letter to the Presidents was signed by the members of the Ukrainian Team.

### **Judging Analysis**

In accordance with Sporting Code, the International Jury carried out analysis of the judging during the competition.

After returning home and receiving the final version of the contest data file, I ran all of the judging analysis reports and sent them to the entire Board of Judges. While the contest data file is publicly available on the CIVA results website, for a judge or pilot to be able to produce this data requires downloading and running the reports from ACRO. This is too cumbersome for most people not familiar with ACRO and so I have routinely provided these reports in digital (PDF) format after the Championships to all concerned.



The judging analysis revealed the following overall RI information:

Judge	Country	Overall RI
SHPOLIANSKIY, Oleg	RUS	14.28
VIRTANEN, Kimmo	FIN	14.30
AUGER, Guy	FRA	15.54
LISZKAY, Laszlo	RSA	16.10
GEDMINAITE, Violeta	LIT	16.87
ZELENINA, Lyudmyla	UKR	17.61
DENTON, William	USA	18.08
SEIBITZ, Sabine	GER	19.18

The Jury defers to the Chief Judge for his report on judging performance this year at WAAC.

### **Judges Seminar – Early Announcement**

I highly recommend future organizers coordinate with the Chief Judge early and provide the date and time for the mandatory judges seminar normally held before the competition begins. This year, the seminar was not announced in Bulletin #1. Due to information I was able to obtain, I informed the American judges they had to arrive in time for a briefing on the afternoon of 6 August. This required their arrival in Dubnica the day before, 5 August, since they had to fly across the Atlantic and would arrive at about 13.30 to 13.40 in VIE. It would not have been possible for them to arrive on the 6<sup>th</sup> of August and be in Dubnica for a mid-afternoon judges briefing.

However, in the end, their hotel accommodation was not paid for the night of the 5<sup>th</sup>. While arrival for a mid-afternoon briefing would be possible on the same day for those traveling within Europe, it is clearly not feasible to arrive the same day if you are coming from North America. Organizers should pay for that extra night, as having the judges there in time for their briefings is required in the rules.

### **Conclusion**

It was a pleasure to serve with my fellow Jury members at WAAC and a special thanks to the capable and energetic Contest Director, Vladimir Machula. We were well accommodated in the Hotel Elizabeth in Trencin and a car provided for the Jury's use.

Finally, my congratulations to the winners of WAAC. Your awards and trophies were well deserved.