



Report of Contest Director

CIVA agreed after voting during Annual Meeting in Wroclaw in 2014 to host 9thFAI European Advanced Championship from 22 July to 02 Aug 2015 in Deva, one of the most beautiful airfields in Romania. In 1920, Prince George Valentin Bibescu founded the Aeroclubul Regal Roman (Royal Aeroclub of Romania) – (ARR), which became from April 13, 1923 a legal entity. In the same year AAR affiliates to the FAI. Airfield Deva belongs to Aeroclubul Romaniei and it is a public institution, financed by government, an organization for basic and advanced training of pilots and parachutists, with school and sports airplanes. It is a sports organization with an aeronautical profile, with numerous achievements in various competitions and championships, both national and international.

1st **Bulletin** for EAAC2015 was published on 22 January, on the competition website <http://www.eaac2015.ro/bulletin-no-1-is-available/>, on EAAC2015 Facebook page and also was sent out to all CIVA members via email. The bulletin contained all the needed information on regarding place and dates of, information regarding familiarization and training flights, official schedule for the competition, the rules that apply for EAAC 2015, information about the entries and registration forms, entry fees, possibility to rent aircraft, officials present at the competition and also contact information. On 28th February, the second bulletin was issued, and included modifications about the date, the payment fee account, plus the adding of an additional extra training site at Targu Mures airfield. The final entry forms were published on 06th April, and included the pilot entry form, team entry form and pilot questionnaire. A separate Judge questionnaire was sent out to all appointed Judges so that their preferences were registered, and their arrival dates took in consideration to prepare their transportation inside Romania, to Deva airfield.

The Organizer offered for participants more possibilities what to visit in Deva: Deva Fortress Hill, Ruins of Deva Fortress, Dacian and Roman Civilization Museum, Deva Printing Museum, Old Orthodox Church Tower, Franciscan Monastery, Saint Nicholas Orthodox Cathedral and others.

In preparation for EAAC2015, Deva Airfield suffered a major renovation. Romanian Aero club, the owner of the airfield, did invest in the building and hangar renovation. The main building had work done inside and outside, arranging special spaces for all offices needed for the competition. The hangar has renovated using fireproof painting for security reason. A special briefing room was build next to the hangar to serve during the competition. The terrace was re-done and got larger to accommodate a pilots and visitors bar. Runway and taxiways were attended so that they provide the best possible landings and taxi for the planes. At the airfield was everything relatively closed, reachable on foot. Website:<http://www.eaac2015.ro/>

I had arrived in Deva three days earlier to be able to see "live" everything we were talking and writing about from the autumn. In a couple of days we were able to set and coordinated all things needful by rules. Everything was practically prepared except medals and diplomas from FAI.

For the competitions and officials, multiple **hotels** were visited and booked, to offer the best accommodation possible in a small city like Deva. The organizers selected a small and quiet hotel for the International Jury and Contest Director, a relaxing medium size hotel for the Judges and a larger hotel for all pilots. Unfortunately we had some complications during the competition with the pilot hotel, but the organizing staff rapidly took action and re-arranged accommodation for some pilots in different hotels.

The organizing staff received about 60 pilot preliminary **registrations** and about 15 team member preliminary registrations, but in the end we had 46 pilots and 10 team members in the competition. Before the competition start, we had Slovak team that did not came because of aircraft damage, we had Belarus team that did not came because of financial problem, we had 2 pilots from Russia team that cancelled their participation a couple of days before the start because of health and other issues.

A **transportation** company was hired, which offered buses for pilots and Judges. Jury members had a driver and a car at their disposal, all the time.

For **catering** a firm was hired able to offer lunch and dinner directly at the airfield in the main building during competition and training days, in which they offered Romanian traditional food, consistent and nutrient for all pilots, officials and organizing staff. The catering firm was able to manage serve about 150 daily meals, with vegetarian preferences included. Sometimes participants used offered opportunity they had and had their dinner in the city restaurant from the same firm.

Official **training** flights at Deva Airfield were possible from July 16th till July 22nd, 2015. The Performance Zone was marked during familiarization flight days and the closer the first competition flight was, the bigger problems arose. Always something with a part or direction of markers. During the training it was OK and then some pilots claimed that some of markers are invisible because of corn or moved to another place. Romanian pilots again and again provided check flights and corrections of markers.

46 pilots attended the contest and created 10 teams. The daily briefings were conducted at 8am each morning in the special new build room only for briefings.

Contest started at 8am in briefing room. Everything was slowly and understandably explained during Opening Briefing and I was very happy to have first airplane in the air at the time shortly after 11am in the first competition morning. There was a plan to fly with break for Judges and for lunch not longer than to 4pm because of Opening Ceremony in the city.

Opening Ceremony. Vice president of CIVA Nick Buckenham opened Championship in the beautiful square in front all participants and spectators in Deva's city center. Then all participants were invited and had visited town hall for a short welcome speech and a refreshment.

Weather this year was extremely hot but not a serious problem and there was also limitation of flying because of rain. Meteorological officers were a pair of high ranking officers one from Romanian ANS and one from Romanian Meteorological Institute. But we could see how hard it is to say a forecast for next day and then to take decision for all participants. Go or no go.

Flying was usually started not later than at 10am each day. Flying continued daily until 30 minutes before sunset or sooner. Only one from four possible positions of Judges was used during the contest. Contest flying was stopped each day for one hour lunch break with reservation for Judges in dining room. Regular break for Judges was managed after every two hour block of flights. Judges had permanent refreshment at their Position of Judges and sufficient number of English speaking helpers. The airport was a public airport and during the Event was restricted by notam for arrival and departure traffic out of contest flights.

The Organizer established a radio communication between the contest officials (Contest Director, Chief Judge, Flight Director, Chairman of the Technical Commission, and International Jury). It worked without problems. There was also announced a safety frequency for two-way communication between Chief Judge and contest pilot. Flight control on the ground was provided by visual announcement numbers by order of flights and in front of runway by starter. Starter abeam of holding point equipped with two flags had signalized clearance to line-up runway and takeoff for each taxiing pilot.

Strangeness. In the first flying morning we had to call ambulance car because a participant was stung by a wasp, in the second morning we have got an airplane accident during taxiing, broken main landing gear leg, third day there was a ground fire on the field, smoke and flames from burning straw close to the airfield forced Line Judge and his Assistant to leave their place and later on flames destroyed a device for Line Judge. Next morning we started with awful bed smell approaching from about 5km located smoking garbage dump. We were lucky, wind had changed a bit, so we were outside of that bed smell. In the next morning we just left briefing room with promises of meteorological officer that no flights for next two hours because of light rain but no other significant phenomena of the weather, there was a strong stroke of lightning very close of the airfield. Later on we checked the history of lightning over Romania by notebook and that was only one over whole area. Next evening we had to stop flights earlier because of batteries in video. Despite video-men were claimed as the professionals from TV, they ran off the batteries cause they did not supposed that there is so much rewinding and manipulation during the day. So after so many varied strange cases we could see everything, we were talking about maybe earthquake for next morning.

Next day we have started exactly at 8 in the morning in briefing room. I had mentioned stories from the day before, repeated again all procedures and the day started again. Everything went smoothly except the accident on the runway very close to the taxiway. That was a serious accident, one leg of main undercarriage collapsed during the taxing after landing. That airplane stopped on the runway very closed to taxiway unable to vacate the runway and was in normal position and stood askew on three points wing tip, tail wheel and main wheel. For the safety reason the runway was blocked and next plane had landed

on the emergency grass strip just beside the runway. Nobody was injured. Airplane damage: main undercarriage leg broken and aileron damaged. The first programme was finished at 17pm.

Other days went by the standard daily schedule: 8:00 Briefing

9:00 – 13:00 Competition Flights

13:00 – 14:00 Lunch Break

14:00 – sunset Competition Flights

The weather forecast was not good for flying on 31st of July and we had 4 programmes completed so in the morning after breakfast, a trip was organized by buses to visit a Museum of gold in Brad then participants saw the cemetery with a national monument as a remembrance of heroes of the revolution in 1848 and heroes of World War I, later on went to monastery for lunch what was in a very nice environment and good menu as well.

Organizers were a bit nervous, because they had no medals, diplomas, anthem and flag from FAI even after many phone calls promises and emails some of them without the answer. On the last moment just day before awarding ceremony Markus Haggene, FAI Sports and Marketing Director had visited Championship and had delivered the complete set from FAI. At the end everything was in order.

Air show at the airfield and presence of public created unique atmosphere during the last day. Presentation of awards and Closing Ceremony was held at the airport after an air show where we could see except others also Romanian aviators like Hawks of Romania a demo team with Extra 330SC and Extra 300L planes, : skydiving team Blue Wings Romania, glider aerobatic team White Wings, Ultra light demo team, The Pelicans and Romanian Vultures a demo team with Zlin 142 planes. In the late afternoon the Championship was officially closed at the airfield. Dinner for that evening was planned in the representative hall of Corvin Castle. That place and the evening was also wonderful.

Numbers and persons: 182 flights of 46 Contest pilots in 4 Programmes plus warm up flights excellently provided by Jurgis KAIRIS and ÁBRÁNYI Tamás who was also a member of International Jury together with Hanna RÄIHÄ led by its President Philippe Kuchler.

Board of Judges: Chief Judge: Nick BUCKENHAM assisted with Jen BUCKENHAM and Leif CULPIN, Judges: Jerome HOUDIER / Assistant: Pierre VARLOTEAUX, John GAILLARD / Assistant: Laszlo LISZKAY, Judge: Violeta GEDMINAEITE / Assistant: Vytautas TAUTKEVICIUS, Judge: Oleg SHPOLYANSKIY / Assistant: Vladimir Razhin, Judge: Jürgen LEUKEFELD / Assistant: Olga Romashova, Judge: Lars-Åke ALLERHED / Assistant: Inga-Lill HÄGG and Judge: David KAFTAN / Assistant: Alena KAFTANOVÁ

Technical committee led by its Chairman: Liviu Stan, very nice cooperation. Scoring staff with leadership of Dorina Gheorghiu, an excellent work and at the end my Assistant, Flori Maria Danculescu, very competent and skilful person with the organization. Together more than 60 volunteers helped to create that Championship. Good job !

Results: 1. Jean Max Vautier France
2. Lászlo Ferencz Romania
3. Bernoit Faict France

Teams: 1. France, 2. Romania, 3. Ukraine

Gongratulation !

Safety. There was one case of ignorance of instructions of Starter and a contest pilot took off without clearance for take-off. First reason for disqualification. Pilot was airborne and he was not allowed to enter the Performance Zone before two-way communication was established with the Chief Judge, he was not. Section 6 Part 1, Para 4.2.1.6. Second reason for disqualification. But the pilot did not check visually that no other aircraft was flying in the Performance Zone and had entered the Performance Zone where previous contest pilot flew his programme. That situation was really danger. The third reason for disqualification. I was in the scene at that moment and called Chief Judge by ground radio. Chief Judge then call that pilot and also somebody else was transmitting in mother tongue of the pilot. He finally left the Performance Zone and landed. That pilot was disqualified by rules from that programme. I had more times to repeat wording "Safety first", because planes parked too close to hangar had to be pushed out of their parking place manually. Some pilots started up engines directly at that position they were and then commenced taxiing with running engine too close to the other pilots and staff in front of hangar. Fortunately nothing happened.

I have no special recommendation for Organizer.

Recommendation for CIVA: to ensure FAI set of medals and diplomas at least until Opening Ceremony.

I would like at the end of my report to thank mainly Romanian youth and volunteers and all who helped us to organize 9th FAI EAAC 2015 in Deva.

Contest Director

Palo Kavka