



Agenda Item 8.3b - Report of the Contest Director of the 19th European Aerobatic Championship

23rd to 30th August 2014 Matkópuszta, Hungary

Organiser

The 2014 EAC was organised on behalf of CIVA FAI by Hungarian Aeronautical Association and Hungarian Aerobatic Club from August 23, 2014 through August 30, 2014 at Matkópuszta Airfield, near Kecskemét, Hungary. The carriers of the idea to prepared Championship in Hungary were Tamás Ábrányi, Tamás Ilés, members of Hungarian Team and Gergely Kovács, non-competing pilot. Gergely was Assistant of Contest Director.

In the period of the preparation, the Organiser notified all the National Aero Clubs concerned, by sending them the Bulletins as specified in the CIVA Regulations. From the beginning up to the end, there were volunteers - nearly professional staff, doing their work for many years at all kind of aviation contests and events. They had been in Contest Office practically always and coordinated volunteer staff of Hungarian youth.

Pilots

39 pilots attended the Contest from 14 countries. From that number of pilots one pilot flew only 4 minute Freestyle Programme and three pilots were as H/C. Next three pilots did not fly cause of failure in the engine of the plane.

Location

The site is a small grass airfield 12km from Kecskemét, but has everything what is needed. After recommendation, there was built up a big tent used as a hangar for airplanes. The airfield grass runway an area around completely covered the requirements of the Contest. Airspace around the site had the restriction by notam for arriving and departing traffic except contest flights.

Performance Zone

Marking of the Performance Zone was without significant problem. From time to time some markers were removed by local people but every day before first flights was everything checked and repaired.

Judges Position

All four positions around the Performance Zone for Judges were prepared and checked. One of those positions was right on the corn field with the soil like sand, so moving of minibuses were assisted by tractor. For 4 minute Freestyle Programme Judges used the place in front of runway, dead line was marked by two markers on the farther edge of the runway.

Opening Ceremony

CIVA President LG Arvidsson had opened the Championship during Opening Ceremony in the beautiful Sabadság Tér (Freedom Square) in front of participants and presence of public. That was in the city centre close to the City Hall. After official speeches there was a short cultural programme with folk music and dancers. At the end of Ceremony a military fighter passed the square as a symbol to go to City Hall for small refreshment where Participants of Championship were invited by Major of Kecskemét City.

Accommodation and Meals

Accommodation of participants was on requested level and was arranged in two hotels, Judges separately. Sufficient number of vehicles was managed for transportation and there was no complaining about. The meals served in the tent what was used for briefing were delicious typical for Hungarian kitchen. Maybe there is a need to serve more fruits for Judges in the Judging Position.

Meteorological Conditions

No official meteorological officer was presented on site. The advantage of the airfield is its proximity to the Hungarian AFB Kecskemét - just about 15km. Weather was not a problem and there was no limitation except of few hours of waiting due to low clouds in the mornings and during the day as well. Wind measurement was provided by new device, very comfortable system but sometimes finding of device after landing was really terrible. Especially in case that the wind was on the limit and staff was to send measurement into the air and had no time to collect those used before. Once in the afternoon of one of the last flying days, there was serious warning from AFB based on observing development of clouds on military radar screen. Thunderstorm was coming direct to the airfield from the west part of Hungary. The situation was easily observable from the airfield and looked horrible. The flights were stopped and planes pushed into the hangar. Finally there was stronger wind, out of limits but nothing remarkable.

Daily Schedule

The daily briefings started at 8:00 every morning in the big tent, used for lunch and dinner during the Competition as well. All necessary information was announced and space for IJ, CJ and pilots question and info were arranged. Every briefing started with yesterdays flying remarks and ended with question about clarity of procedures and the opportunity was given also for questions from participants. First contest aerobatic airplane was in the Performance Zone no later than 10:00 each day after Warm-up pilot in case of good weather conditions and flights continued daily until 30 minutes before sunset. The position of Judges had to be changed during lunch break because of the sun. Not everyone from four prepared judging positions had been use during the Contest. Everyday flights had 90 minute break for lunch. Judges had regular break after every two hours block of flights.

Board of Judges

Transportation, facilities and refreshment was arranged for Board of Judges guided by Nick Buckenham. Judges did the great job during the hot days, they evaluated hundred of flights. That was an excellent performance. Unfortunately for last 4 minute Freestyle Programme one Judge had to leave the Championship due to other duties so that programme was evaluated separately without him.

International Jury

I had spent a lot of time in the International Jury Office. LG Arvidsson as the President and Jury members: Alan Cassidy and Jurgen Leukefeld were always ready to do their job, to supervise the running of the Contest. There were a lot of discussion. What was strange, that sometimes in case the pilot had asked for some change or had a requirement, Jury approved the change in good faith to help and in effort to keep smooth running of the Contest but that information did not go via CD. (There are more consequences: to arrange everything after the change of order of flights. Numbers on the TWR, Starter, Judges and so on) Anyway Jury did an excellent hard job to watch everything and mainly the work with Unknown Programmes where Alan Cassidy was very useful.

Ground Procedures

Starter, located close to the holding point of the runway in use, signaled movement on the ground by two flags for each taxiing pilot giving her/him clearance for line-up and departure. This system worked well, was safe, operative and effective. No serious accident had occurred.

Airplanes

The contest airplanes experienced few mechanical failures. First one, Sukhoj had an engine problem, a failure appeared always during the second flight after short break between flights. It needed to wait after every flight about 90 minutes to cool down and then ran well. Technicians from appropriate team worked day and night and local technicians helped them as they knew. One of the engine tests was done at midnight at 00:30 in front of hangar. Finally the failure was not found even they changed many components of the engine. The Team excluded some pilots from Championship at all and assigned other airplanes to next pilots. Some of them flew Sukhoj and had arranged longer pauses each behind the other. Next plane had a break problem and it was solved and repaired on the spot, the next one had a broken seat so pilots asked for order change and they successfully repaired the seat after.

Flights

Pilots flew and performed their flights on high level and showed responsible and disciplined access. Contest Director had to warn verbally some pilots not to fly low after their Sequence and on final because of Rules and Judges location proximity. Some pilots claimed health problems after 1st Unknown Programme because of too much negative G. One pilot had stopped flying.

Awarding and Closing Ceremony

Presentation of Awards and Closing Ceremony was at the airport after whole day of air show and other attractions. The Ceremony was very festive and dignified one. All result officials and facts are on: www.eac2014.hu

Conclusion

EAC 2014 was a fair Contest with not so many pilots, what certainly help to fulfill the main goals for FAI and CIVA to host an accident free contest with all flights flown. All expectations have been met completely.

I thank a lot all involved, unnamed helpers and staff at the airport for the hard work and cooperation. It was a pleasure to direct and work with them.

It has been an honour for me to serve CIVA as the contest director for this Event.

Thanks for trust.

Palo Kavka

Contest Director

EAC 2014