



Agenda Item 8.3c - Report of the Chief Judge of the 19th European Aerobatic Championship

23rd to 30th August 2014
Matkópuszta, Hungary

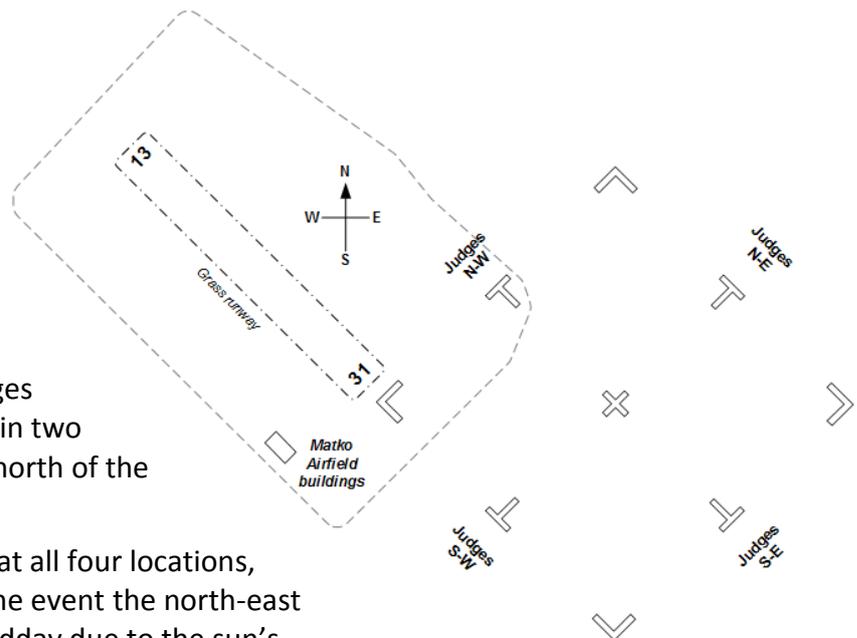
Nick Buckenham, Chief Judge

Box layout and judging line facilities

The aerobatic box at Matkópuszta airfield was aligned to the single grass runway but offset to the south-east to avoid overflying local properties. All judges and pilots were separately lodged in two hotels in Kecskemét, about 12km north of the airfield.

Judging stations were established at all four locations, and though all were used during the event the north-east position became impractical by midday due to the sun's orientation and similarly the north-west position was usable only from mid-afternoon. One Portaloo was sited every position. The team responsible for moving the chairs and other equipment between the locations were quick and extremely helpful, and the airband hand-held radios and multi-channel ground communications equipment worked well.

Transport to the judging stations was generally by minibus, though the use of a small tractor and trailer was helpful for the S-W position which was located in a fairly dry ploughed field. At each station the organisers had situated a small tent provisioned with coffee and snacks; the generator required for the coffee m/c was also used by the video operators.



The organisers were also able to offer the use of an English-speaking writer to each judging team, though for some teams the judges own language and their lack of fluent English made this inappropriate.

When changing judging locations these writers normally worked with the equipment moving team; this unfortunately sometimes led to the writers taking a late lunch and thus unable to be present at the start of the afternoon session, though this did not impact the judging process as it usually overlapped with the box-line flight by the warm-up pilot.

While the elevation of the N-W, N-E and S-E judging positions was roughly similar to the airfield and runway, the S-W position was approximately 12m above this level and consequently it was necessary to advise all pilots at the first briefing to ensure that their altimeter was set to at least minus 15m to ensure that the 100m low-line was not infringed.

The judging team

CIVA had appointed seven judges and the Hungarian Aero Club had offered to fund one extra (Hungarian) judge, but Stanislav Bajzik was unable to attend the event through illness and the team thus comprised the acceptable minimum of seven:

Mikhail Bezdeneznyh	Russia	Guy Auger	France
Laszlo Liskay	South Africa	Violeta Gedminaite	Lithuania
Timo Bartholdi	Finland	Tamara Dovgalenko	Ukraine
Gabor Talabos	Hungary		



Though only seven judges were used the above photo serves to emphasize that when the Chief Judge's team of three, the judges assistants, the writers, the equipment team, the paperwork runner and the video operators are all taken into account the number of officials working on the judging line will be in the high 20's.

Judges equipment

The organisers provided three reclining chairs for each judging team, plus one adjustable sun-shade. The reclining chairs were comfortable and effective for the judges in their work, but were not sufficiently strong and several were broken during the event. Also the single sun-shade was barely adequate for a three-person team; two would have been a valuable improvement.

The Chief Judges station included two reclining chairs and a fixed upright chair, plus a sturdy table that allowed the paperwork to be properly handled throughout the event.

There was a good supply of snacks and bottled water, and also coffee via the machine that was sited next to the CJ's tent. An extremely quiet petrol-electric generator powered the coffee machine and the video cameras and review monitor.



Judging line paperwork

The judging paperwork supplied by the scoring office for all the classical sequences was to a good standard, extra B and C sequence diagram sheets being provided when requested by some judges. The separate judging sets were enclosed in ring-binder folders that made it easy to distribute to each judging team, and there was a good supply of the CJ's A, B and C forms and summary sheets.

The youth appointed to retrieve the completed Form-A sheets at regular intervals from the judging line back to the scoring office was mostly reliable, but on one occasion the paperwork for one pilot could not later be found back at the scoring office – it was subsequently located after a frantic search still in the youth's shoulder bag, and the data input was achieved somewhat later than planned. The need for certainty and security in this part of the administration cannot be overemphasized, as lost paperwork would present a critical problem in creating the championship results.

When the final 4-minute Freestyle came to be flown a copy of the FAI marking sheet was not immediately available and could not be found online, but the organisers were quickly able to provide a local version that was acceptable. This sheet should have been present in the official paperwork pack available for download from the CIVA Documents web page, an omission I will make sure is corrected for 2015.

Operation of the Free Unknown sequences

Bearing in mind the acute problem with incorrect judging paperwork for one Free Unknown flight that was experienced at the WAAC in Dubnica immediately preceding this event, I instructed all pilots at the briefing that in my initial radio exchange with them during both Free Unknowns I would tell them the version of the sequence that we expected them to fly, and required them to confirm that this was correct – or tell me otherwise so that we could abort the flight. I would say for example “**Chief Judge calling Pilot 29 with sequence Bravo, over**” and except for a small number of occasions where the pilot may have struggled with the additional English language necessary for the response, the confirmation was positive and confirmed that the judging line paperwork did indeed match the sequence the pilot intended to fly.

It should be noted that the jury determined there was an error on one Free Unknown Form-B/C wherein two linked rolls had become transposed, but a message from the Jury requesting that the pilot already flying his warm-up figures abort his flight was received and acted upon in time.

The four minute Final Freestyle

Just fourteen pilots elected to fly in this part of the contest on the final Saturday, for which the judges relocated to the area immediately in front of the hangars and the administration building. The lack of suitable paperwork however presented a brief problem as mentioned above, but a non-CIVA judging form master was located and quickly copied for the judges to use. It is normal practice for this programme that the judges use a separate sheet to record the ten performance grades for all the flights and subsequently transfer them to the individual Form-A's, and again this was not immediately available. I was also surprised to find that the Hungarian judge was not available for duty on this day, as apparently he had agreed to accept some display-related working responsibility elsewhere.



With the revised performance zone location I requested a fly-by from a non-competing aeroplane at the 100m low and 50m minimum altitudes for the judges to see and memorise, but for some reason this could not be achieved. The pilots were briefed that the runway was to be used as the ‘deadline’ for their flights, but again no provision had been made to monitor this



important aspect of the programme. In my view the handling of matters relating to the securing the performance zone in this final part of the event was not afforded an adequate level of attention.

The awards and presentations ceremony

I was very pleased to be requested to present some of the awards during this well-staged final part of the event. The sharing of these presentation duties between the organisers and CIVA appointed officials certainly helps to emphasise the integration of so many responsibilities between both parties throughout the championship.

A handwritten signature in blue ink, which appears to read 'Nick Buckenham', is positioned below the text.

Nick Buckenham
EAC 2014 Chief Judge