



Agenda Item 8-4b – Report of the Contest Director of the 28th FAI World Aerobatic Championship

20th – 29th August 2015 CHÂTEAURoux DEOLS FRANCE

On the way to the WAC 2015:

The bid of France was accepted by CIVA at the plenary meeting in TALLINN in November 2013.

Seven towns in France (Avignon, Bordeaux, Châteauroux, Etampes, Le Castelet, Paris Le Bourget and Vannes) applied to organize this championship. On April 2014 the French Aeronautical Federation (FFA), as organizer, selected Châteauroux for the WAC 2015 site after a thorough evaluation. Available infrastructure, facilities and airspace, as well as local support from all stakeholders, have been instrumental in the selection of Châteauroux.



From July 2014 until August 2015 meetings were organized on a monthly basis in Châteauroux with the local authorities, the airport management and the local aero-club. Loïc LOGEAIS from FFA and myself as CD have been heading the WAC management effort.

In January 2015, the FFA obtained the official support from the FAI and BREITLING.

The FFA also wanted to take the opportunity of the WAC to create a large popular event during those 10 days with a daily fly-in and an air-show at the end of the contest.

The first bulletin was published in January 2015 with General information and entry forms, a second one in April with training airfields and accommodation details. At that date 17 countries, 67 pilots and 51 aircrafts were pre-registered. The third bulletin was published in July 2015 and gave details on box position, height limits and miscellaneous topics.

A few weeks before the start of the contest the French Authority (DGAC) gave final clarifications on pilot foreign license validation rules and aircraft permits to fly.

Starting beginning of August, several teams took benefit of the training airfields provided at a reasonable distance from the competition site - all of that with no reported issue.

The “Officials”:

International Jury (I J): Nick BUCKENHAM, President. Jürgen LEUKEFELD and Vladimir MACHULA (replacing Philippe KÜCHLER) Members.

Judges and assistants:



John, Leif, Irma and the cameraman

John GAILLARD Chief Judge (CJ), Leif CULPIN Assistant, Irma JANCIUKIENE Secretary.

Stanislav BAJZIK / Zusana DANIHELOVA (CZE)

Bernard COURTOIS / Gilles GUILLEMARD (FRA)

Marty FLUORNOY / Peggy ROEDINGER (USA)

Michael GARBERS / Isabella BOROWIK (GER)

Violeta GEDMINAITE / Algis ORLIKAS (LTU)

Vladimir KOTELNIKOV / Mikhail BDEZDENEZHNYKH (RUS)

Laszlo LISZKAY / Quintin HAWTHORNE (RSA)

Kimmo VIRTANEN / Hanna RAIHA (Fin)

Marty FLUORNOY replaced Bill DENTON, excused for sickness, after decision of the Judging Sub-Committee.

Each team of judges had a secretary (all speaking English, with some speaking Russian or German).

For the organizer:

Flight Director (FD): Emmanuel FOULON assisted by 3 volunteers.

Scoring Director (SD): Michel DUPONT assisted by 4 volunteers.

Contest Secretary (CS): Madelyne DELCROIX assisted by 2 volunteers.

Judging Lines (JL): Christine ZANETTA GENIN assisted by 14 volunteers (judge secretaries, couriers and cameraman).

Technical Commission (TC): Gilles LUCAZEAUX.

Airport Technical Management (AM): Didier LEFRESNE

Ready for WAC 2015:

Finally 16 countries, 58 pilots, 2 warm-up pilots and one "HC" were registered on 15th of August.

The Japanese pilot could not find a suitable aircraft and withdrew. The South African pilot, after losing a wing during a training flight at a nearby airfield, had to eject from his MXS2. He reached the ground safely under his parachute and then obviously withdrew from the competition.

3 judge positions (east, south and west) were used around the performance zone. Only one corner and two judging boundaries of the box were out the airport soil. The whole set-up was checked by the International Jury with no reported issue.

From 16th to 19th of August the official training flights were organized on site. Each pilot had 2 flights of 15 minutes in the box.

2 warm-up pilots (French and American), both flying an Extra 330SC, had been selected by CIVA.

The Officials (International Jury and Judges) arrived on the 18th of August. On the following day, information and meetings were organized with the Chief Judge (CJ) and the Contest Director (CD). The Scoring Director (SC) presented the tablets to the judges and organized a training for the secretaries. In the evening a training for the judges, with 2 warm-up flights, allowed the judge panel to harmonize marks and get further acquainted with use of the tablets.

The Pilot village had been erected on a large concrete public zone where VIP tents, chops, snack bars, attractions and a wide screen were also displayed in front of the west side of the box.



Near the airfield two hotels were booked for the pilots and one in downtown for the officials.

Lunch was served on site from 11.30-am to 2.00-pm and dinner in a restaurant very close the airfield.

All competition aircraft were stored using two hangars; a fuel truck was used for refueling.

An official meteorological office was present on site and provided all relevant information (forecast, wind, ceiling and temperature) for the competition flights.



For wind measurement a drone was used. I was anxious to obtain the official authorization from the French Authorities to use a drone in the airspace. Fortunately I still have some friends in the French Civil Administration and could get approval for experimental use of the drone on the first day of the contest!

A Temporary Reserved Zone (ATZ) around the airfield had been implemented to protect all contest flights. Only scheduled flights were authorized to land and take off at the airport. We could make good use of those rare traffics to have coffee and lunch breaks for the judges.

A sponsor made available one car for each team for autonomous transport. Judges were transported by bus.

The contest:

It started on the 20th at 8.00 am with the general briefing, roll call, flying procedures, weather conditions, drawing of lots for the 1st programme and procedures for the Opening Ceremony in the City of Châteauroux.

Due to a mistake in the drawing of lots set-up, two pilots drew the same number (14) and one number (34) stayed on the table. With the agreement of the International Jury a draw was made between the two pilots to fix the order of flight.

For this first day only 7 pilots after the 2 warm-up pilots could fly until 4.00-pm. It indeed took quite some time to check everything (judging position, tablets, video, rhythm of flights) was OK.

For all other competition days until the Friday 28th the same agenda of information was delivered during a short briefing (roll call, weather conditions, flying procedures, news) and in addition for each programme a drawing of lots for the order of flights, and a drawing of lots for the figures of the two Free Unknown programmes. One unexpected feat never seen during a drawing of lots: for the Free programme the last pilot on the alphabetic order (the Austrian pilot H. WEIRATHER) took the last bottle on the table: number 1!!

The American warm-up pilot got sick several days during the contest. The "HC" pilot then flew as warm-up. Sometimes the French warm-up pilot made 2 flights a day.

Three programmes only could be flown from the 21th to the 28th. A strong wind on the 24th and low clouds during three half days prevented any flight. For program 4 the International Jury decided a cut of 50% in view of the available remaining time. After flights of the warm-up pilot and 2 competitors, low clouds appeared. After a flight to confirm the low ceiling was below the minimum allowable in the regulations, at 3-pm the International Jury took the decision to close the championship.

The first three male pilots and the first female pilot underwent an anti-doping control on the 28th afternoon by a German laboratory appointed by the FAI. The control was negative for all pilots.

For programme 5 on Saturday 29th morning 15 pilots were selected by the International Jury J. My apologies to judges and competitors for having overlooked the need to set-up a sound system for the Free-Style music.

2 protests was submitted, one by the French team for the first drawing of lots and the other by the Spanish team for the seated position of a boundary judge.

Two events have happened during the contest. One aircraft have landed on the wrong runway when another was ready for take-off. One publicity balloon escaped from a stand and flew through the box involving the Chief Judge to cancel the flight of one competitor.

Susanne SCHOEDEL, General Secretary of FAI and Markus HAGGENEY, Sports and Marketing Director, have visited the WAC 2015.

See full results here: <http://www.civa-results.com/>



Medals and awards were given in three instances with the agreement of the FAI, one after the first 3 programmes on Friday 28th, the second on Saturday during the airshow and the last one at the closing ceremony. I would like to promote my idea to give medals and diplomas at the end of each programme with the pilots in sports wears like after a Formula 1 car race. The decision could promote the sponsors of each pilot rewarded.



Overall female podium



Spectators during the airshow



Overall male podium

Robert HOLLAND from USA won the Free-Style on Saturday morning. It can be seen as a veiled reference to the airport of Châteauroux which hosted the largest US Airbase (OTAN) in Europe from 1951 to 1967.

The Opening ceremony:

The ceremony was organized jointly by the FFA and the City of Châteauroux. All delegations walked one kilometer in the streets to arrive in the city centre square-Place de la République- where a platform was erected. More than five thousand people gave an applause to the national delegations, judges and volunteers. After short speeches from the local officials Nick BUCKENHAM, representing the FAI, declared the 28th World Aerobatic Championships open. After the FAI anthem, the raising of the FAI flag and two low passes of the “Patrouille de France” a cocktail was served in the City Hall.



Teams on the platform



Low pas of the PAF



Spectators on the square

The Closing Ceremony:

By cars and buses teams, officials and volunteers joined the “Château de VALENCAY” located 45 km from the airfield. A short visit was possible before the cocktail, the last awards and the dinner. A hunting-horn and a jazz band escorted the participants. Medals and diplomas were awarded for the Free Style program, the winner of the Free Unknown programme and the Teams ranking.



Russia

France

USA



Spectators during the Closing Ceremony

Mrs Gilian REYNER, FAI French representative, closed the WAC 2015 with a short speech before the FAI anthem was played and the FAI flag brought down.

The WAC 2015 came to a close in a good atmosphere with dances from an orchestra and a fireworks.

What I retain:



A championship with many pilots cannot take place without any improvement area, related to the organization, flight operations, communications, etc...

The Organizer has tried to resolve all the problems without delay, as for example the Wi Fi on the pilot village, in order to make a great competition.

Many pilots gave us positive feedback about the impartiality of the boundary judges, about the quality of meals and about the process of the competition.

The President of the International Jury and the Chief Judge will give their observations about using, for the first time, the tablets in order to give quickly the marks to the pilots.

I would like to thank all my assistants and the volunteers, they are also the actors of the WAC 2015.

Finally I would like to underline FFA's actions to showcase aerobatics towards the public at large, during the 10 days of this WAC, with untiring efforts on the communication front (Broadcasts, TV, newspapers, interviews of pilot and so on). Daily sets of ten pilots have come from many airfields in France and several thousands of spectators have followed the competition flights. The championship was closed with a great air-show attracting more than 40 000 spectators. It was enormous for the organizers.

Guy AUGER Contest Director

September the 26th- 2015