



ANNEX 'A'

## **14<sup>th</sup> World Helicopter Championships**

**August 2012**

**Drakino, Moscow Region, Russia**

### **Report to FAI-CIG Commission Members by the President of the International Jury**

#### **General**

The 14<sup>th</sup> World Helicopter Championships were organised principally by the Russian Education of Air Sports and the Federation of Helicopter Sport of Russia together with Dosaaf of Russia and Moscow Aviation Technical Sports Club Rosto.

Altogether 50 crews from 12 Nations took part in the Championships including 6 International Crews.

The Championship was run in accordance with the FAI Sporting Codes and the approved Rules for World Helicopter Championships.

#### **Competition Maps**

The Competition Map for the Navigation to the scale of 1:200,000 was specially prepared for the Championships. They were good for navigation purposes with all the necessary features.

#### **Transportation**

Transportation from some of the hotels was provided on a daily basis.

#### **Accommodation and Meals**

Participants were accommodated in 3 hotels. One was located on the airfield, the other two within 10 minutes by transportation.

Lunch and Dinner were served in two restaurants on the airfield. Choices were available. Bottled water was available in the airfield Briefing Centre.

## Ceremonies

Both the Opening and Closing Ceremonies took place on the airfield clearly visible and close to the public. There was no entry fee for the public throughout the Championship.

Speeches were made on behalf of the Organisers, FAI-CIG and Sponsors together with local political dignitaries.

All Ceremonies together with the Prize Giving were carried out in accordance with FAI Regulations.

## Airfield Facilities/Registration and Information Office

The Organisers had arranged for a large marquee to house briefings together with offices for the Championship Director and Jury. The marquee had tables and seating for 200. A public address system was in operation.

Scoring took place elsewhere in another building.

Registration and Information Services gave excellent service in respect to Registration. During the events, the Championship Director was overworked resulting in long hours and a lack of sleep. This did not prevent matters being dealt with politely and courteously although sometimes a little slow.

Fuel was available. Payment was made direct by the Competitors or their Team Managers.

## Briefings and Communication

All briefings were held in the marquee on the airfield. Notice Boards on the walls provided the required information and provisional results.

## Practice

Limited practice both for Navigation Flights and Event Flights were available.

## Navigation Task

The Jury were not able to check the route, photographs or the map. The Rules Chairman (Chief Judge for the Championship) flew the course and carried out checks confirming that all complied with the Rules.

## Navigation

This required a single, very long day, as helicopters were shared by several crews.

Judges were appointed to particular positions by the Chief Judge.

The International Jury received no Protest.

## Precision

This took place on the airfield on somewhat uneven ground. No Protest to the International Jury was made.

### Fender Rigging

This took place on the airfield.

1 Protest was made to the International Jury concerning rope handling.

The International Jury heard the case with evidence from the crew and their Team Manager.

The Jury found that there was no criticism or complaint by the Judges. There were difficulties in communication before the General Briefing. The Jury found that, due to unforeseen difficulties preventing the crew being in possession of all the information the Protest was upheld and the Protest Fee returned.

### Slalom

No Protest was made to the International Jury.

### Freestyle

The Event is 'optional' and does not count in the Championship Overall Result.

10 competitors participated.

Initially a single Protest was made in respect to being 'outside the Competition Box'. Subsequently another competitor became aggrieved. The Competitor protested that the Competition Box did not comply with the Rules. His Team Manager checked the dimensions by car.

Neither the Championship Director or the Chief Judge wished to be present at the Hearing. The Championship Director agreed that the Box was not laid out according to the Rules. There was a lack of evidence of when the Box was checked.

The Jury were of the opinion that the Protest was not made in accordance with the Rules thus the Protest Fee was returned.

The Jury were under the 'impression' that there was more than a single competitor infringing the box dimensions thus they ruled that all box infringements be deleted.

The decision by the Jury was communicated to the Team Manager by email.

Subsequently in a mailed letter, the Team Manager made further comments concerning the Protest and the Jury's decision.

During the Closing Dinner the results of the Freestyle were announced with a joint 1<sup>st</sup> Place. An identical award was given to both Competitors.

The Jury were requested to revise their decision. Due to matters outside the control of the Jury Members further action was delayed. This will be discussed at the beginning of the March 2013 Plenary Meeting. The Team Manager has accepted this.

## The International Jury

CIG appointed David Hamilton (President - New Zealand), Konrad Geissler (Germany) and Jacques Escaffre (France).

At least two members of the Jury were present during the Competition Flying. All Members of the Jury were present at Briefings.

Prior to both Hearings the International Jury had available the FAI General Section of the Sporting Code, The FAI Jury Handbook and the FAI-CIG World Championship Rules 2012.

## Judges

Chief Judge for the Championship was Wolfgang Perplies – Chairman of the CIG Rules Committee with a Team of International and Assistant Judges from the 'FAI-CIG Approved List.'

Under FAI-CIG Rules no changes are permitted.

## Conclusions

1. Sanction Fee was agreed by the Contest Director and the CIG President. The final amount was immediately transferred to FAI.
2. There were no Protest Fees. These were returned upon the decision of the Jury.
3. The Results were emailed to the FAI immediately upon the conclusion of the event.
4. The Report of the President of the Jury was sent to the FAI Secretary-General together with the Protest results within 7 days of the conclusion of the Championship.

## Rules

Consideration to review the Rules will be appropriate at the next Plenary Meeting. These should include the following for consideration:

1. An improvement on how Briefings take place. Judges questioning the Rules at the General Briefing should be banned.
2. All equipment should be carefully checked and verified both by the Chief Judge and the Jury before the 1<sup>st</sup> General Briefing.
3. Checking of the Task Boxes must be by laser. Tape measures and cars should be prohibited as a method of checking.
4. Only Officials from the Organisation, the Jury and the Judges should be permitted into any part of the Competition Area. There should be no questioning or interference by either Crews or Team managers with the Organiser or Officials during any part of Competition Flying.

5. The Rules should be re-considered. There are still some 'confusing and differing' phrases and works/words. Clarification is needed.

Finally

The Event was well organised and prepared. All the Host Staff were friendly and helpful contributing much to the success of the Event.

I give special thanks to my fellow Jury Members, the Chief Judge and his Team of International and Assistant Judges.

A very special thanks goes to the Contest Director Irina Grushina. She worked very long and hard both before, during and after the Championships. All Participants gave her a rapturous 'Thank You' at the Final Banquet.

Thank you all so very much.

David Hamilton - President of the International Jury

September 2012