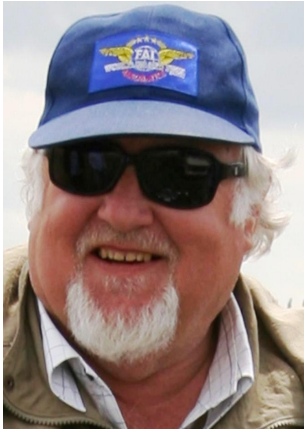
AGENDA ITEM 6.3



REPORT OF THE CHIEF JUDGE

World Air Games
6-13 June 2009

John Gaillard

1. Preparation for Contest

Prior to the contest there had been much discussion about the schedule of WAG, with the Local Organisers agreeing to practice sessions prior to the actual start of the contest.

Because the contest featured both glider and powered aerobatics the Board of Judges had been selected accordingly, with a predominance of Judges rated for both glider and power and two specialist glider judges and one specialist power Judge, the Boards were as follows:

Glider Judging Board

Gaillard, John (Chief Judge)	-	RSA
Arvidsson, LG	-	SWE
Buckenham, Nick	-	GBR
Hawthorne, Quintin	-	RSA
Louvel, Remy	-	FRA
Pimenov, Alexey	-	RUS

Power Judging Board

Gaillard, John (Chief Judge)	-	RSA
Arvidsson, Lars	-	SWE
Buckenham, Nick	-	GBR
Hawthorne, Quintin	-	RSA
Kotelnikov, Vladimir	-	RUS

On both Boards, the Chief Judge was a scoring judge as per the specialised CIVA WAG Regulations drawn up for this contest and utilised for the first time.

The Local Aerobatic Organising Committee

This Committee consisted of the following: -

Salvadori, Luca
Maccapani, Andrea
Spolverini, Paolo
Carrannate, Maurizio

On arrival on site is became obvious that these gentleman were well and truly on top of their task and aerobatic operations ran smoothly throughout the contest, with briefings commencing on time and flying schedules maintained throughout. It was a pleasure working with these people, I have nothing but praise for the manner in which they operated.

2. Operating Procedures

Safety Frequency

On being briefed by Luca Salvadori as to the actual procedures to be followed for use of the "Safety Frequency" it became apparent that CIVA Regulations 4.2.1.3, 4.2.1.6, and 4.2.1.7 could not be adhered to, as the local air traffic controllers would not allow any direct communication between the competitor and the Chief Judge. This was modified under protest to allow the "Break, break, break" procedure take place in an emergency situation only.

To make matters worse the " Safety Frequency" allocated was in fact the general airfield frequency, on which all other air traffic was using. This included the air tug aircraft and other local traffic, including permission to taxi etc a very unsatisfactory situation, which I am sure compromised safety, as in all probability competing pilots simply turned down the volume of their radios during their sequences thus negating the purpose of the system altogether.

I would stress that this was not the fault of Luca Salvadori or his Team. Apparently the correct procedure was agreed upfront, but the local authorities overruled this agreement during the contest and would not consider any objections. Luca Salvadori actually positioned himself in the control tower with the air traffic controller to minimise this risk and coordinated the holding areas, but all on the same frequency.

The importance of adhering to CIVA safety procedures should not be underestimated and for future WAG events agreements should be entered into as part of the contractual arrangements to ensure such situations do not arise again.

Deadline Procedure

The deadline procedures had been clearly spelt out in CIVA WAG Regulations 4.2.5 and penalties for infringement in CIVA WAG Regulation 5.2.3.

The Local Organising Committee had positioned a "Deadline Judge" according to the Regulation; this judge was lined up along the edge of a runway. Communication from this Judge was by a radio separate from that on the VHF frequency and monitored at the Chief Judge's workstation.

Details of the deadline were given at the General Briefing before the commencement of the contest.

Protests

The procedure for protests is clearly spelt out under CIVA WAG Regulation 1.5.

However this Regulation was not taken into account in the Contest timing schedule as after the final programme was flown, the Medal Presentation Ceremony took place well before the required protest period had expired.

3. The Conduct of the Contest Flights

Practice Flights

The powered practice session was of particular interest, as the Judges were exposed for the first time to sequences far more complicated than ever experienced before. In fact there was some serious doubt as to whether these complex sequences could be judged at all, as calling the figures took about the same time as it took to actually fly them.

An example of this was a particularly complex sequence was submitted by Renaud Ecalle (copy attached) containing thirty-two flick rolls, judging this was always going to be a challenge.

I must pay tribute to the Judges, as after the completion of this sequence, which had resulted in three HZs, all the judges had followed the sequence and identified and agreed on the HZs, this perhaps demonstrates the quality of the judges selected in this panel.

However the wisdom of remaining with these regulations in their current form, which allows such sequences to be flown, must be queried. Ecalle was visibly exhausted after his flight and maybe a fatigue factor was to come into play in the competition itself (although not with Ecalle) leading to a disqualification and an unpleasant protest sequence.

Programme 1 – The Known Compulsory Programme

This Programme was completed within the allocated time frame with no incidents or problems.

Programme 2 – The Timed Free Programme

This programme allows competitors to maximise their potential by flying a set of figures as defined in CIVA WA Regulation 4.3.3.during a timed five-minute period.

I believe the Regulations as they currently stand have the potential for causing situations which could be unsafe, as was highlighted in the incident describe below: -

Competitor Svetlana Kapanina was getting towards the end of her allocated five-minute period, her sequence at the moment before the time period elapsed saw her flying parallel to the deadline and a height close to the lower limits. As this figure (figure 15 – copy of sequence attached) was completed the time keeper at my workstation called time, the next figure called for a ninety degree turn rolling circle in order to remain in the performance zone and not cross the deadline Svetlana would have been required to initiate a right hand turn, instead she went left and almost immediately the Deadline Judge called the deadline infringement. At this point it was obvious to all the judges as well that the deadline had been infringed and three more figures were completed behind the judges.

According to the Regulations there was no alternative but to disqualify Svetlana from Programme 2.

Subsequently, however, a protest was lodged against this disqualification, apparently on the grounds that the actual infringement of crossing the deadline had taken place only after the end of the five-minute period had elapsed, which in fact was the case.

The CIVA Jury found no reason to uphold the protest as timing is not a factor in crossing the deadline, but rather crowd safety, especially as flying aerobatic figures had continued beyond the deadline and over the public area.

However the matter was not left at this point, a further protest was then lodged with the FAI for a hearing by the overall WAG Jury (the International Air Sports Board or IASB), which was up until this point under the Chairmanship of Mike Heuer (an honour in itself for both Mike Heuer and CIVA).

At this point the President of the FAI Pierre Portmann intervened and promptly relieved Mike Heuer of his position (presumably as he was not considered suitable to hear an aerobatic matter) and statements were made to the effect that it was not in the interest of the World Air Games to disqualify the current Women's World Aerobatic Champion.

As the deadline directly involves crowd safety, this political interference from the FAI President on a sporting issue, attempting to bring political considerations into play was totally inappropriate and shows a lack of understanding of the basic safety issues behind the CIVA/FAI WAG Regulations in the first instance.

The integrity of the WAG International Jury, however, ensured that despite this unprecedented and unwelcome pressure, that they denied the protest. I salute these gentlemen.

However during my evidence given to the WAG Jury, I was quizzed about CIVA WAG Regulation 4.2.1.7, which covers the phraseology that the Chief Judge must use in the event of a competitor exceeding the time limit or being required to break for safety reasons.

Of course I pointed out in this instance that I was specifically excluded from using the Safety Frequency other than in an emergency, which this clearly wasn't. However in my opinion even had I been authorised to make such a call, I would have refrained from doing so, for interfering with a pilots flight at low level during the course of an aerobatic figure is not very advisable and I recommend that this regulation be reworded to take into account such situations. Certainly it should not be capable of being used as a technicality to avoid disqualification for crossing a deadline.

The real issue in my view coming out of this incident and the subsequent protest, is that if a pilot of the quality and experience of Svetlana Kapanina can be disorientated probably due to fatigue and the end of a five minute continuous spell of aerobatics, then we have allowed the Regulations to get to a point where we are getting competitors to push the boundaries too far. I recommend that we scrap this programme in it's current form altogether before some real damage is done.

Programme 3 – The Freestyle Programme

This Programme was completed within the allocated time frame with no incidents or problems.

Programme 4 – The Masters Programme

This Programme was another first for CIVA and has tremendous potential, being both pleasant to watch and not hard to Judge.

The only area where I would recommend a small change is where the transition takes place between Aresti Figures and Freestyle Figures. It is very easy to miss this transition and a Judge relies almost totally on the assistant to recognise the change point, the requirement for a clear horizontal line in, which wing dips are made one to each side would eliminate this problem, without any adverse effect to the intention of the sequence.

4. Organisational Matters related to the Medal Presentations & the Closing Ceremony

Immediately after the completion of Programme 4, the Judges were transported back to the main facility, to await the scores for the flights.

Within a fairly short period of time (certainly under an hour) we were told the FAI Medal presentations were about to take place on the public side of the airfield. Having hitched a lift to the ceremony venue, I was excluded along with other Judges, as we did not have the necessary accreditation to attend the ceremony.

This is just typical of an overall WAG organisation whose priorities seem to be wrong. The Judges are the very people who should be invited to such a ceremony and this exclusion left a bad impression.

Quite apart from this, the CIVA WAG Regulations 1.5 call for a two hour period before the results should be finalised. Given the situation with Programme 2, it is strange that this protest procedure was suddenly ignored altogether, especially as in this instance a multiple World Champion was also involved.

It is therefore recommended that for future events the FAI should insist that the timing schedule take into account its own approved Regulations.

5. Judging Performance Data

A summary of RI data for all scoring programmes is as follows: -

Gliding Judging Board			*Overall RI*
1. Hawthorne, Quintin	-	RSA	5.88
2. Gaillard, John (Chief Judge)	-	RSA	7.50
3. Arvidsson, Lars	-	SWE	7.85
4. Louvel, Remy	-	FRA	8.25
5. Buckenham, Nick	-	GBR	10.00
6. Pimenov, Alexey	-	RUS	15.90

Power Judging Board			
1. Gaillard John (Chief Judge)	-	RSA	3.02
2. Hawthorne Quintin	-	RSA	3.22
3. Arvidsson Lars	-	SWE	3.68
4. Kotelnikov Vladimir	-	RUS	4.44
5. Buckenham Nick	-	GBR	15.16

The full analysis of Judges Combined Anomalies are attached.

6. Scoring Chief Judges

This particular set of Regulations for the World Air Games broke away from the normal CIVA Regulations, by having a scoring Chief Judge. Having now experienced this, it is recommended that this become an option at regular CIVA Contests, as we are probably losing input from very good Judges who follow all the flights anyway. This should not be mandatory, but be an option and if exercised (by announcing the intention to be a scoring Chief Judge upfront) all the normal criteria for the selection of Judges should apply, including not more than two Judges per Aero Club.

7. Summary of Recommendations

7.1 That CIVA Safety Procedures should form part of the WAG agreements with Organisers, so that these Procedures cannot be easily overridden on site by local Officials.

7.2 That Programme 2 – The Timed Free Programme be eliminated in it's current form for future WAGs, as it is potentially dangerous and virtually impossible to judge with any accuracy according to normal Judging criteria.

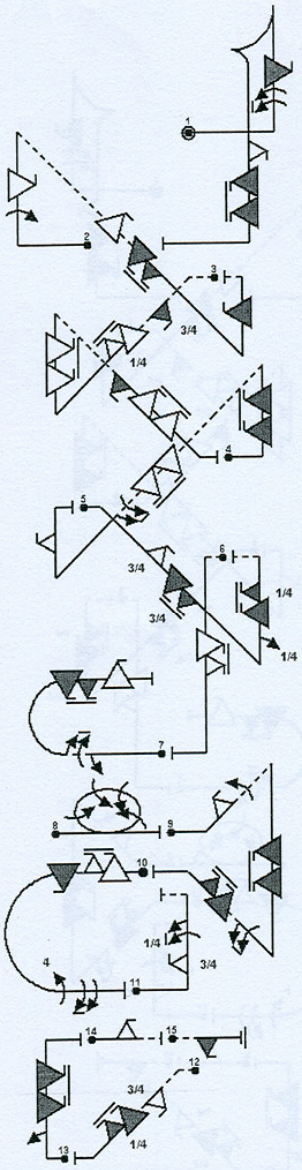
7.3 That in Programme 4 – wing dips be introduced when transitioning between Freestyle and Aresti type figures scored in the conventional manner.

7.4 That WAG Contest schedules especially with regard to award ceremonies, take into account the CIVA/FAI Regulations for the event with regards to timing.

7.5 That Scoring Chief Judges be extended as an option to other CIVA International competitions.

TURIN	JUNE09	FORM B
Pilot ID #	Free / Unlimited	Flight #

wind/vent



No	Catalog No	K	Tot K
1	6.1.1 9.1.1.8 9.10.1.4 9.9.5.2 9.10.5.8	15 18 17 11 20	81 sf 6
2	1.38.1 9.1.1.4 9.9.1.4 9.9.9.4 9.10.4.6 9.10.6.4	20 12 15 13 16 19	95 sf 7
3	1.31.4 9.10.4.3 9.9.4.5 9.9.1.8 9.10.4.2 9.9.4.8	18 13 13 23 13 17	97 sf 7
4	1.39.1 9.10.6.8 9.9.9.8 9.1.4.6 9.9.1.2	21 29 20 10 15	95 sf 7
5	1.13.3 9.9.4.3 9.10.4.7 9.1.1.1 9.10.1.5	12 11 18 6 20	67 sf 7
6	1.7.4 9.9.5.6	9 14	23 sf 7
7	7.2.1 9.1.3.2 9.1.3.6 9.10.8.6 9.9.3.4	6 4 10 19 11	50 sf 7
8	2.10.1	38	sf 2
9	1.29.1 9.9.2.2 9.1.2.4 9.10.10.8 9.1.2.6 9.10.2.6	18 13 10 23 12 19	95 sf 7
10	7.3.3 9.9.3.6 9.10.3.4 9.4.3.4 9.1.3.8	6 14 13 11 12	56 sf 7
11	1.7.1 9.9.1.3 9.1.1.5	9 15 14	38 sf 7
12	1.3.4 9.9.9.3 9.10.4.5	7 13 15	35 sf 7
13	1.8.1 9.1.1.2 9.10.1.8	10 8 26	44 sf 7
14	1.1.3 9.9.3.2	2 11	13 sf 7
15	1.1.4 9.10.3.2	2 13	15 sf 7

—Total K= 842 —

Total K = 842 (13k@14,97k@3)

Olan v5.10 © M.Golan http://www.aerobatics.org.il/olan

Sequence [civa unlimited free] Has 5 Verification Error(s): Sequence:842 of 'K factor'

ECALLE RENAUD pilot

EXTRA 330SC A/C

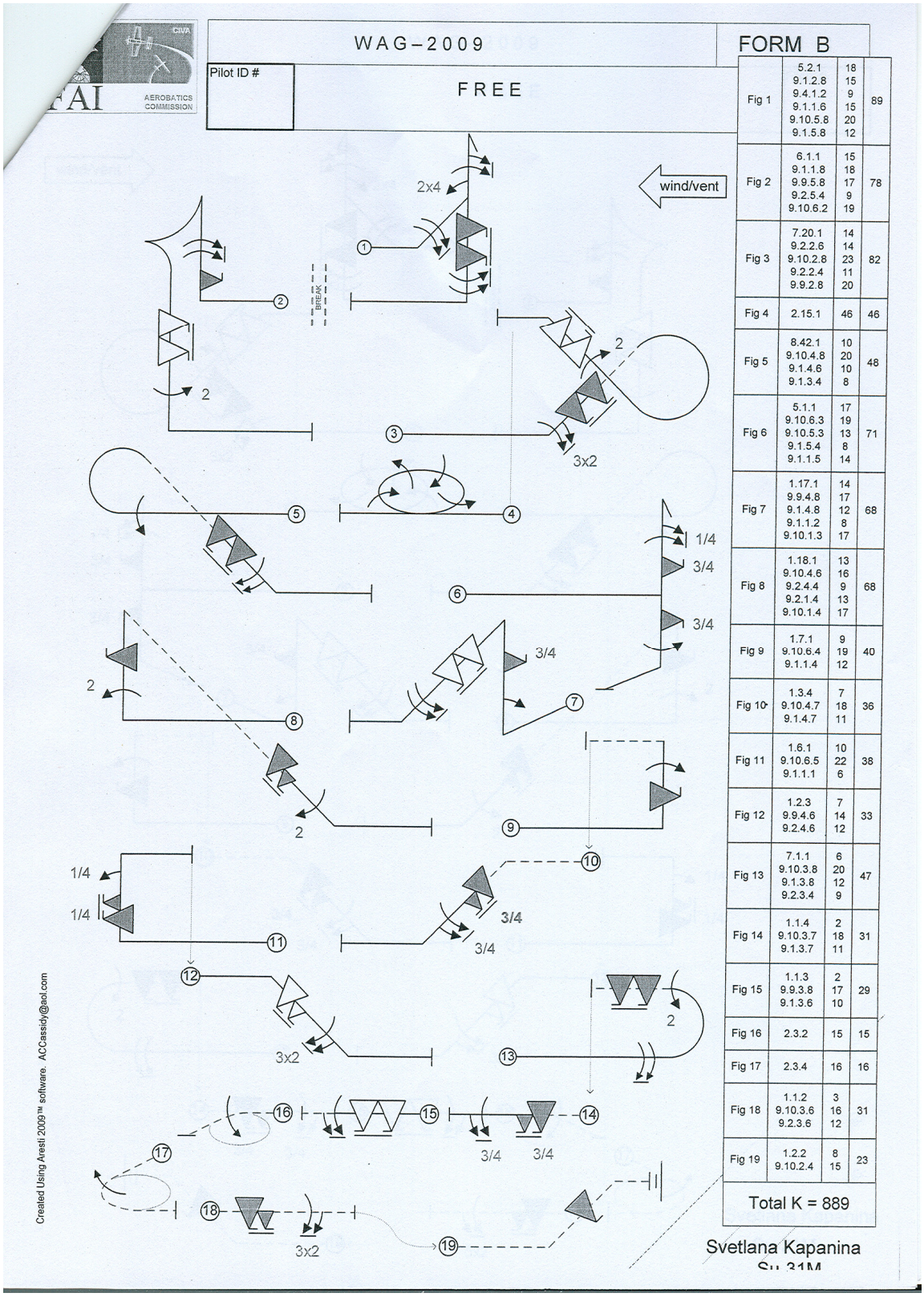


Fig 1	5.2.1 9.1.2.8 9.4.1.2 9.1.1.6 9.10.5.8 9.1.5.8	18 15 9 15 20 12	89
Fig 2	6.1.1 9.1.1.8 9.9.5.8 9.2.5.4 9.10.6.2	15 18 17 9 19	78
Fig 3	7.20.1 9.2.2.6 9.10.2.8 9.2.2.4 9.9.2.8	14 14 23 11 20	82
Fig 4	2.15.1	46	46
Fig 5	8.42.1 9.10.4.8 9.1.4.6 9.1.3.4	10 20 10 8	48
Fig 6	5.1.1 9.10.6.3 9.10.5.3 9.1.5.4 9.1.1.5	17 19 13 8 14	71
Fig 7	1.17.1 9.9.4.8 9.1.4.8 9.1.1.2 9.10.1.3	14 17 12 8 17	68
Fig 8	1.18.1 9.10.4.6 9.2.4.4 9.2.1.4 9.10.1.4	13 16 9 13 17	68
Fig 9	1.7.1 9.10.6.4 9.1.1.4	9 19 12	40
Fig 10	1.3.4 9.10.4.7 9.1.4.7	7 18 11	36
Fig 11	1.6.1 9.10.6.5 9.1.1.1	10 22 6	38
Fig 12	1.2.3 9.9.4.6 9.2.4.6	7 14 12	33
Fig 13	7.1.1 9.10.3.8 9.1.3.8 9.2.3.4	6 20 12 9	47
Fig 14	1.1.4 9.10.3.7 9.1.3.7	2 18 11	31
Fig 15	1.1.3 9.9.3.8 9.1.3.6	2 17 10	29
Fig 16	2.3.2	15	15
Fig 17	2.3.4	16	16
Fig 18	1.1.2 9.10.3.6 9.2.3.6	3 16 12	31
Fig 19	1.2.2 9.10.2.4	8 15	23
Total K = 889			

WAG Glider Judge Analysis

Analysis of Judges Combined Anomalies

Sequences: G1-08-june-2009, G2-10-june-2009, G3-11-june-2009, G4-13-june-2009

WAG 2009
Aeritalia Airport, Torino, Italy
6-13 June 2009

	All Judges No	All Judges %	RSA Quintin Hawthorne RI 5.88 [4]		RSA John Gaillard RI 7.50 [4]		SWE L-G Arvidsson RI 7.85 [4]		FRA Remy Louvel RI 8.25 [4]		GBR Nick Buckenham RI 10.00 [4]		RUS Alexey Pimenov RI 15.90 [4]	
Use of Marks:														
HZ - hard zeros	47	*3.0*	8	*3.0*	7	*2.7*	7	*2.7*	9	*3.4*	8	*3.0*	8	*3.0*
SZ - soft zeros	14	*0.9*	4	*1.5*	2	*0.8*	5	*1.9*	1	*0.4*	0	*0.0*	2	*0.8*
Marks from 0.5 to 6.5	363	*22.9*	39	*14.8*	45	*17.0*	98	*37.1*	57	*21.6*	89	*33.7*	35	*13.3*
Marks from 7.0 to 10.0	1154	*72.9*	213	*80.7*	210	*79.5*	152	*57.6*	194	*73.5*	166	*62.9*	219	*83.0*
AV - averages	6	*0.4*	0	*0.0*	0	*0.0*	2	*0.8*	3	*1.1*	1	*0.4*	0	*0.0*
Total marks ... (Pilots/Judge)	1584		264 ... (35)		264 ... (35)		264 ... (35)		264 ... (35)		264 ... (35)		264 ... (35)	
Figure anomalies														
HZ to fitted value	1	*0.1*	-		-		-		1		-		-	
Mark to confirmed HZ	2	*0.1*	-		1		1		-		-		-	
SZ to confirmed HZ	0	*0.0*	-		-		-		-		-		-	
SZ to fitted value	1	*0.1*	-		-		1		-		-		-	
AV to confirmed HZ	0	*0.0*	-		-		-		-		-		-	
AV to fitted value	6	*0.4*	-		-		2		3		1		-	
Lo to fitted value	10	*0.6*	-		1		2		2		2		3	
Hi to fitted value	10	*0.6*	1		2		2		2		2		1	
The 60% Rule	0	*0.0*	-		-		-		-		-		-	
Total figure anomalies	30		1		4		8		8		5		4	
Sequence anomalies														
AUT Austria	2 Lo	0 Hi	-	-	1 Lo	-	-	-	-	-	1 Lo	-	-	-
CZE Czech Republic	0 Lo	1 Hi	-	-	-	-	-	1 Hi	-	-	-	-	-	-
FRA France	2 Lo	0 Hi	-	-	-	-	1 Lo	-	-	-	-	-	1 Lo	-
ITA Italy	2 Lo	0 Hi	1 Lo	-	-	-	-	-	-	-	-	-	1 Lo	-
RUS Russia	1 Lo	2 Hi	1 Lo	-	-	-	-	-	-	-	-	-	-	2 Hi
Total sequence anomalies	7 Lo	3 Hi	2 Lo	-	1 Lo	-	1 Lo	1 Hi	-	-	1 Lo	-	2 Lo	2 Hi

Aerobatic Contest Results Organiser, Version 2.0 build 15-08-09
Calculations by: FairPlay (non-scoring CJ) method
This report created at 11:32 on 14 September 009

WAG Power Judge Analysis

Analysis of Judges Combined Anomalies

Sequences: P1 08-june-2009, P2 10-june-2009, P2-bis-10-June-2009, P3 11-June-2009, P4-13june-2009

WAG 2009
Aeritalia Airport, Torino, Italy
6-13 June 2009

	All Judges		RSA John Gaillard		RSA Quintin Hawthorne		SWE L-G Arvidsson		RUS Vladimir Kotelnikov		GBR Nick Buckenham	
Use of Marks:	No	%	RI 3.02 [5]		RI 3.22 [5]		RI 3.68 [5]		RI 4.44 [5]		RI 15.16 [5]	
HZ - hard zeros	48	*3.3*	10	*3.5*	9	*3.1*	10	*3.5*	9	*3.1*	10	*3.5*
SZ - soft zeros	25	*1.7*	4	*1.4*	5	*1.7*	6	*2.1*	5	*1.7*	5	*1.7*
Marks from 0.5 to 6.5	492	*34.0*	65	*22.5*	65	*22.5*	167	*57.8*	77	*26.6*	118	*40.8*
Marks from 7.0 to 10.0	875	*60.6*	206	*71.3*	210	*72.7*	105	*36.3*	198	*68.5*	156	*54.0*
AV - averages	5	*0.3*	4	*1.4*	0	*0.0*	1	*0.3*	0	*0.0*	0	*0.0*
Total marks ... (Pilots/Judge)	1445		289 ... (30)		289 ... (30)		289 ... (30)		289 ... (30)		289 ... (30)	
Figure anomalies												
HZ to fitted value	0	*0.0*	-		-		-		-		-	
Mark to confirmed HZ	7	*0.5*	1		2		1		2		1	
SZ to confirmed HZ	0	*0.0*	-		-		-		-		-	
SZ to fitted value	4	*0.3*	-		-		2		1		1	
AV to confirmed HZ	0	*0.0*	-		-		-		-		-	
AV to fitted value	5	*0.3*	4		-		1		-		-	
Lo to fitted value	6	*0.4*	1		1		1		1		2	
Hi to fitted value	3	*0.2*	-		-		-		-		3	
The 60% Rule	0	*0.0*	-		-		-		-		-	
Total figure anomalies	25		6		3		5		4		7	
Sequence anomalies												
CZE Czech Republic	0 Lo	1 Hi	-	-	-	-	-	-	-	-	-	1 Hi
GBR Great Britain	0 Lo	2 Hi	-	-	-	1 Hi	-	-	-	-	-	1 Hi
RUS Russia	4 Lo	2 Hi	-	-	1 Lo	-	-	-	-	2 Hi	3 Lo	-
Total sequence anomalies	4 Lo	5 Hi	-	-	1 Lo	1 Hi	-	-	-	2 Hi	3 Lo	2 Hi

Aerobatic Contest Results Organiser, Version 2.0 build 15-08-09
Calculations by: FairPlay (non-scoring CJ) method
This report created at 11:18 on 24 September 009