AGENDA ITEM 7.1

REPORT OF THE PRESIDENT, INTERNATIONAL JURY

25TH World Aerobatic Championships
19-29 August 2009

Mike Heuer

Introduction

The 25th World Aerobatic Championships (WAC) was held at the Silverstone Circuit in the United Kingdom on 19-29 August 2009. The competition was organized by the British Aerobatic Association (BAeA), Flying Aces Ltd, and Silverstone Circuit Ltd. Contest Director was Steve Green and Chief Judge was Graham Hill (GBR). The Chairman of the BAeA is Alan Cassidy and head of Flying Aces is Jeff Zaltman.

60 pilots from 18 countries competed in the event. Of these 60, one was flying "hors concours". Detailed results can be found at the following website:

www.civa-results.com

In addition to results, links are provided at this website to download the contest software in use at WAC (the ACRO program) and the contest data file.

The World Aerobatic Champion is **Renaud Ecalle** of France (shown left). Renaud flew an Extra 330SC (F-TGCI) to victory.

His victory was particularly noteworthy as he had also won the Power Aerobatics section of the World Air Games in Turin, Italy in June and also won the Gold Medal in all flight programmes flown at Silverstone.

World Women's Aerobatic Champion is **Elena Klimovich** of Russia. This was Elena's first win of the title and it also very well deserved.

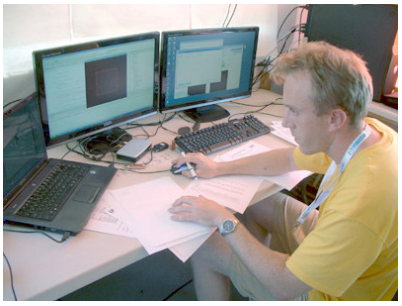
Team Champions were **(1) France, (2) Russia,** and **(3) USA.**

The International Jury

The International Jury oversees the operation of the board of judges, the flight line, the meteorological observations, the computer scoring, and Line Judges (when in use). In other words, the Jury's work is principally concentrated on the operational areas of the competition itself. In addition, we hear complaints and protests, act on technical problems with competition aircraft, supervise briefings and drawings of lots, control the Unknown programmes, and hold meetings with the organisers as necessary. It is work which requires detailed knowledge of the wording and intent of the regulations.

Our Jury this year was comprised of Osmo Jalovaara (FIN) and Bob Chomono (FRA). I would like to thank each of them for their time and efforts. Each contributed in their own way and all spent long hours at the airport and were willing to do anything necessary to properly carry out their duties. Silverstone was a difficult competition – especially after the fatal accident – and it was good to have these gentlemen at my side.

Contest Operations & Facilities



Line Judges were not in use at WAC. Instead, an optical radar tracking system provided by QinetiQ was in use. Software to adapt this system to contest use was authored by Stephen Madle who also operated the computer system for the QinetiQ system at Silverstone. John Gaillard served as the FAI International Judge (and Assistant Chief Judge) in charge of monitoring and recording the QinetiQ penalties assessments at the Chief Judge's station as required by FAI Sporting Code. Mr. Gaillard has provided a report of his own for CIVA and it provides all the details on QinetiQ including a summary of the penalties assessed, which makes for very interesting reading.

The Scoring Office was run by Jürgen Leukefeld and Silvia Thole. As always, they did an excellent job of not only the input of scores from the judging line into ACRO but also handling all of the contest paperwork for the judging line. The scoring office was located in an office near the air traffic control tower.

Wind observations were made by balloon ascent. This was handled by David Kaftan and Alena Kaftanova who have been on hand at many other Championships and who provides unfailing, reliable service.

Briefings were held in a very large temporary building which was also used for lunch. Though it had the appearance of a "tent", such a description hardly fits as all of the temporary structures being used at Silverstone were of very high quality with solid sides and in accordance with Silverstone Circuit's high standards.

The Jury office was also a temporary, portable building and was well located. It was well furnished and complete with water bottle and a printer for the use of the Chief Judge and Jury. As with all of the temporary buildings on the Silverstone site, it was obvious that a lot of thought had gone into proper placement. We were adjacent to the main briefing area, the Contest Office, and the Contest Director's office so everyone had easy access to each other.

WiFi coverage was available and reliable throughout the contest site and it seemed that most everyone came equipped with a laptop. With the Scoring Office uploading results to www.civa-results.com regularly, everyone had easy access to the results. The days of posting results on blackboards or bulletin boards are now over.

The organizers were very adept at using available and fairly inexpensive methods of communications that made this contest the best ever in terms of keeping everyone informed. These methods included:

- WAC 2009 website for public (www.wac2009.com)
- WAC 2009 administrative website and document center (www.wac2009admin.com)
- WAC 2009 Contest Director's Blog (http://wac2009.blogspot.com – now pulled down from the web)
- CIVA Official Results (www.civa-results.com)
- Mobile Phones for Contest Officials and Team Managers (pre-loaded with telephone numbers)
- SMS Messaging (mass mailings to selected groups possible)
- SMS Messages archived on Twitter (http://twitter.com/WAC2009SMS)

The SMS messaging was particularly helpful. After the weather observations were made, for example, the information was immediately radioed in by Peter Macintosh (who was working with the weather balloon people and conducted the morning weather briefings) to the IT office and everyone else on the channel and the SMS went out shortly thereafter.

I also spent what spare time was available and blogged from the contest site throughout the time we were at Silverstone and these short articles along with photos and various downloads can be found at www.fai.org/aerobatics/PresidentPage.

Communications is an area I have often found lacking at FAI Championships and the organizers solved this problem completely. As Jury President, I have never felt so well informed as to what was going on, hour-by-hour, minute-by-minute. My compliments to Peter Rounce, who headed up IT at WAC 2009.

Arrival

I arrived at London-Heathrow Airport at just after 07.00 on Monday, 17 August. John Gaillard arrived at about the same time on a flight from South Africa. I had hired a taxi service from Daventry and the driver met John first and then picked me up for the drive to the Staverton Park Hotel (cost to Daventry was £209.00 or $352.12 from Heathrow).

Prior to the start of the competition, the Jury members were able to inspect the facilities and the competition setup. Graham Hill's work and usual attention to detail precluded any necessity for Jury concern over the judging operation and positions. Though more than one judging position was created for WAC, only the south position was used during the course of the contest.

Box markings were excellent. The organizers wisely decided to use bright orange box markers which were also larger than called for in the rules. This made the box much more visible to competitors which was especially helpful at the Silverstone venue.

Judging Seminar

On Tuesday, 18 August, a CIVA Judging Seminar was conducted by Chief Judge Graham Hill, Judging Sub-Committee Chairman John Gaillard, and Nick Buckenham, author of ACRO and expert on the FairPlay System (FPS) and all gave excellent presentations on various subjects of concern to Judges and the work that faced them in the days ahead.

Graham Hill reviewed the CIVA Judges Study Course which had been distributed by e-mail to all of the Judges and Assistants some weeks before. Areas of weakness were discussed in detail. Nick Buckenham provided an excellent presentation on FPS and John Gaillard discussed various issues including CIVA judge selection procedures and judging analysis.

The seminar was attended by over 30 people including all Judges, Assistant Judges, and Recorders ("scribes"). The seminar was funded by CIVA and cost was £1,791.30 (approximately $2,917.44). Since Judges, Assistants, and Recorders were required to arrive one day early, 31 hotel rooms were paid for one night and 34 lunches were provided. These funds came from a $10,000 donation made by FAI to CIVA in 2007 for the purposes of judge education and training.

My thanks to the organizers for helping to arrange this seminar and negotiating very favorable room rates at the Staverton Park Hotel.

As long as funds are available, the seminar program should continue and it should be a matter of routine for all judging teams to arrive early in order to participate.

Judge Letters of Agreement and the Panel

All Judges were required to sign a CIVA Letter of Agreement which certified they were current for the event in accordance with Sporting Code, agreed to act as "international officials" and without any prejudice or bias toward any national team or pilot, and that they were in possession of current copies of all rules.

Because CIVA does not keep records of national judging activity, it is necessary for us to operate on an "honor system" with Judges certifying they are current to judge Unlimited. It is my recommendation, however, that CIVA adopt a better record-keeping system for the future of the judging activity of all of our active FAI Judges.

10 Judges were utilized at Silverstone: Seven (7) were CIVA Selected Judges and three (3) were Invited Judges (indicated by *):

Judge	Assistant(s)	NAC
HILL, Graham Chief Judge	BUCKENHAM, Nick	GBR
	GAILLARD, John	RSA
ADAMS, Tom *	RUDD, Chris	USA
BARTHOLDI, Timo	BARTHOLDI, Tuula	FIN
GRAF, Hannes	BOHLIG, Helga	GER
HAWTHORNE, Quintin	LISKAY, Laszlo	RSA
ITIER, Francis	COURTOIS, Bernard	FRA
KORINEK, Tomáš	PONIZIL, Richard	CZE
KOTELNIKOV, Vladimir	BEZDENEZHNYKH, Mikhail	RUS
ORLICKAS, Algis *	TAUTKEVICIUS, Vytautas	LIT
VIRTANEN, Kimmo	WELLS, Jim (USA)	FIN
ZELENINA, Lyudmila *	KRYVORUCHKO, Sergiy	UKR

The NAC is shown for reference only. Judges do not represent their home country and function as FAI International Officials in accordance with the FAI Sporting Code, General Section.

All Judges had Recorders with some being BAeA members provided by the organizers.

Scoring and Judging Analysis

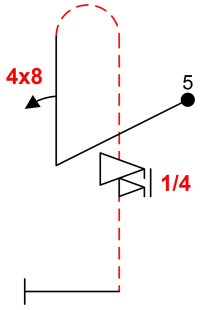
The CIVA-approved ACRO scoring program was in use. Since Nick Buckenham was also on hand as an Assistant Chief Judge, he was available to deal with any issues or problems. Nick has provided his own report on ACRO (see Agenda item 16.2). There were no issues of any consequence with the Scoring Office and the contest was never delayed unexpectedly because of computer problems. Since Orders of Flight are determined on rank order from previous flight programme(s), delays between programmes should be anticipated and planned for. The Chief Judge and Scoring Office did everything possible to minimize these delays.

Judging analysis reports were produced and printed by the International Jury and provided the

Chief Judge throughout the event. Individual judge analysis reports were given to Judges after the completion of Programme Q and 1.

Both the Overall and Single Judge Analysis Reports were e-mailed to all Team Managers on the 7th of September 2009. Only Programme 1 judging analysis was sent as the decision was taken by the CIVA Judging Sub-Committee to disregard the Q analysis. This was recommended by the Chief Judge as Q had been interrupted, spread out over several days, and with many distractions including the fatal accident. Only Programme 1 Rank Indexes from WAC 2009 will be used for future judge selection. This subject is covered in more detail in John Gaillard's report (see Agenda item 11.4).

The Accident and Subsequent Actions and Decisions



WAC 2009 suffered the first fatal accident at a World Aerobatic Championships (in Power) since 1960 when US Team pilot Vicki Cruse lost her life during Programme Q on Saturday, 22 August. She was flying a borrowed Edge 540 at the competition and the accident occurred in figure #5. After initating the flick roll on the down line, the aircraft continued rotating until impact.

As Steve Green documents in his report, emergency response procedures were put in effect that had been prepared in advance and everyone did their job. Contest flying was cancelled that day and for the following day.

On Sunday, 23 August, a meeting of the organizers, the International Jury, and Team Managers was held at the hotel to make a decision on continuation of the event and to discuss the flight programmes to be flown. After this meeting, the International Jury met along with the CIVA Bureau members who were on site.

The decisions of the International Jury were then announced. Later that evening, I wrote a "Policy Letter" to the Team Managers discussing the decisions. Excerpts of this letter follow:

> Dear Team Managers, Pilots, Contest Officials, and Organizers:
>
> This has been a difficult time for all of us and I want to thank you for attending the Team Managers meeting this morning. I appreciate your unanimous support for continuing the Championships in Vicki Cruse's name. Those of us who knew her also know she would have said those words that Steve mentioned this morning. She would most certainly have wanted us to continue, there is no doubt in my mind.
>
> So the Championships will carry on. Steve Green will provide scheduling information for you and inform you of various briefing and flight times. The following are the key points regarding what we will do with the remaining time.
>
> We will resume on Monday, 24 August, with the remaining pilots in Programme Q. The Contest Director has informed the Jury that we cannot fly until Monday afternoon but with favorable weather and an extended flying period into the evening, we should be able to finish Q tomorrow.

On Tuesday, we will begin Programme 1 (the Free Programme). Judges' lunch breaks will be reduced and the operating hours will be extended in the evening.

In accordance with Section 6, Part 1, rule 4.1.7.2., we will reverse the order of flight and fly the highest ranking pilots first (Group 3), then followed by Group 2, and then 1. The Order of Flight will be randomized within each Group in accordance with the rules by the ACRO program.

The organizers intend to fly all pilots (all Groups). With acceptable weather and everyone's cooperation with the Flight Director, the competition will be run as quickly as possible while not compromising safety at any time. However, it must be understood that the Jury's interpretation of 4.1.7.2., which states, "The lower ranking groups would fly only if time so permits", means that Group 1 may be deleted if necessary to complete the World Aerobatic Championships.

This rule clearly means that a "complete" Programme 1, which is referred to in 1.3.1.1.(b), can be declared even if a Group is deleted. The purpose of these rules is to give us maximum flexibility in completing a Championships and declaring award winners and Champions. While it is always desirable and the objective of officials and organizers to fly everyone, or the maximum number, it is a fact of competition life that steps may have to be taken to reduce the pilot group in order to name Champions. Unfortunately, this means that lower-ranking pilots may not be able to continue in the competition. This is difficult and unpopular, but necessary.

Finally, an explanation of why the Jury decided that continuing the Championships with Programme 1 was the best course of action:

First of all, this is in accordance with the rules and no waiver of any rule is required. We simply do what we would in the event of weather delays, for example. We always continue with Programme 1. This is what pilots expect to do.

But there are other elements to this. We also feel this is the safest thing to do. Everyone is under stress now and sometimes that stress does not manifest itself until well after a tragic event or incident occurs. To fly a Free Programme now, which pilots have carefully prepared for and practiced, would be much less stressful, and therefore safer, than going directly into an Unknown or Free Unknown. In our view, this is our most important priority – to conduct a Championships that is stable, predictable, and what you expect. All sorts of rules changes or adjustments only destabilize the event and create a less safe environment.

Along these same lines, there will be no changes in other rules. All meteorological limits will be observed. Our operating procedures will stay the same. We will not relax or waive any rules and, therefore, will continue to use what we have in our documents as our guide. This lessens the chance of "unintended consequences" and a stable, safe atmosphere.

At the meeting of the Team Managers, there had been discussion about moving directly to the Unknowns and waiving weather rules, but I was very uneasy about this. As I stated in the letter above, it was very important, in my view, for the contest to be predictable and stable from that point and with minimal stress on the competitors as they recovered from the shock of the accident.

I stand by that view today and thank the organizers for their acceptance of the decision and for moving ahead with a resumption of the WAC.

I also endorse Steve Green's recommendations on a Safety Officer as well as having written

emergency response procedures in place. FAI provides guidelines on this and this document is available on request.

Flying the "Groups" and Defining a "Complete" Flight Programme

As can be seen from the text of the Policy Letter on continuation of the WAC above, there was some controversy over the interpretation of Section 6, Part 1, paragraphs 1.3.1.1.(b) and 4.1.7.2. There was an internal discussion on Sunday night, 23 August, on the matter between members of the Jury and the organizers and opinions varied.

Ultimately, however, the Jury supported my view that 4.1.7.2 allows us to fly "lower ranking groups" only if time permits. Since this rule allows the deletion of lower ranking Groups, then it is only logical that the flight programme would be considered "complete" and therefore, a valid programme. The results and rankings would be published and award winners announced.

I would also point out the letter "**s**" that appears on the end of the word "groups". Since this word is plural, it means that if only the highest-ranking Group (3) was completed, the flight programme would be valid and a Championships declared complete. Rule 1.3.1.1.(b) would then permit us to combine the results of Programme 1, for example, with Programme Q and declare a valid WAC.

Fortunately, this was not necessary as both Programmes Q and 1 were flown by all pilots.

This rule is a result of an Italian proposal made in 2005. However, I do not believe it was the intent of the Italians, or CIVA itself, to declare a flight programme complete if only one Group is flown. When reviewing the wording of the original proposal, I think it would be fair to say its intent was to delete the lowest ranking Group (1) if there was insufficient time to complete the remaining flight programmes.

Therefore, I would recommend that the next to last sentence in 4.1.7.2 be changed to read as follows ("s" to be deleted from the word "groups"):

"The lowest ranking Group would fly only if time so permits."

The rule would then require that a minimum of 2 Groups be flown to declare a flight programme complete.

Technical Issues

Mark Davies served as Technical Commission Chairman and was a pleasure to work with. He was very professional and involved the other members of the Commission in his work.

There were only 3 documented technical problems during WAC:

Date	Pilot	Aircraft	Problem
21 August	Alexander Leboulanger	CAP 232 F-GMRG	Pilot declared technical defect on entering the box for warm up. Left hand wing cuff had become partially detached due to failure of the anchor nut and secondary back up tape. Repaired and re-flown.
24 August	Tom Cassells	CAP 232 G-GOTC	Pilot declared technical defect on entering the box for warm up. Right hand wing cuff had become partially detached due to failure of rearmost screw which had sheared. Repaired and re-flown.
25 August	Anselmo Gamez	Sukhoi 26 EC-HYU	Declared technical defect during morning inspection of aircraft. Aircraft engine was started and warmed up and magneto defect was discovered during engine run up checks. Magneto was replaced and the aircraft was available to fly in less than two hours.

There was another problem prior to the start of WAC with one of the British aircraft's exhaust system but this was not documented by the Technical Commission. It was repaired successfully.

Unknowns

In the past, I have reported that our regulations concerning the selection of Unknown figures and sequences have worked well. However, I cannot report that this year. There were some mistakes in the figure selections and the sequence proposals.

In addition, there were an unusual number of complaints this year on the Jury sequence selections. In the end, we went through four versions of the Unknown before we published one which was not protested. Had that sequence been shown to be unacceptable, then no Unknown would have been flown at WAC because of the "18 hour rule". As fate would have it, bad weather intervened and only four pilots flew the sequence.

I would like to make it clear to CIVA that Unknown sequence selection is one of the most difficult jobs the International Jury faces. Usually, there are plenty of proposals but this year, only 7 sequences were submitted despite the fact that 18 countries were entered in the competition. We should have had at least 12.

The low number of proposals combined with the figures that were chosen by Teams made the composition of an Unknown quite difficult. It is the Jury's duty to listen to complaints that are only based on "safety" reasons. Unfortunately, this rule is badly abused and since every

pilot on the airfield has a different idea of what a good Unknown sequence should consist of, the discussions and complaints can be endless and the word "safety" a bit overused.

Therefore, I would recommend that Programme 2 and 3 be switched. Programme 2 would become a "Free Unknown" and Programme 3 a traditional Unknown. This would allow pilots to choose the sequence they wish to fly earlier in the Championships and allow more time for sequences to be submitted for Programme 3 and chosen by the International Jury.

The Unknown sequence is attached to this report as a matter of record.

Programme 4

Prior to WAC, a Jury Policy Letter was also circulated to all Team Managers regarding the procedures for selection of pilots for Programme 4 (the Final Freestyle). New rules had been adopted by CIVA last year in Salzburg as a result of Spanish proposals to allow "drop in" pilots to compete in this programme only. Entries for Programme 4 were received from Eric Vazeille (GBR), Ramon Alonso (ESP), and Jurgis Kairys (LIT).

The Jury Letter was written to provide an interpretation of these rules so everyone was aware of the procedures in advance of WAC. It was quite controversial.

The controversy centered on the fact that the "drop in" pilots (who had not flown in the classical flight programmes) were to be given first priority, followed by one pilot from each country, and then rank order to be used to fill the 20 slots available (a three-step procedure). With 18 countries flying, the possibility existed that a World Champion may not be permitted to fly and that women pilots may be excluded.

However, a review of past Programme 4 results from WACs showed that pilots who did not score that well in the classical programmes had gone on to win the Final Freestyle.

Excerpts from my Policy Letter to the Team Managers follow:

> The International Jury received messages from the US and British Teams in the last few days regarding the rules for selection of pilots for Programme 4 …
>
> The International Jury has voted not to invoke the provisions of 1.4.1.6 which allow a waiver of the rules. A waiver required a vote by the Jury and the Team Managers and the question did not survive the International Jury. We realize that the new rules have been controversial but I would hasten to add that these rules have been available on the CIVA website since last November.
>
> This has not been a "last minute" decision. Policy Letters issued by the Jury have been discussed by both Jury members and the WAC organization. They are published for the purpose of clarifying problems before the competition begins and to make sure everyone is aware of the Jury's interpretation of the rules. This has not been done in the past but it was our desire to improve communication to a

standard well above previous competitions and the WAC organizers have done an exceptional job in this regard as well.

Background

Programme 4 (the Final Freestyle) has been a "stand-alone" event for many years. At one time in our history, Programme 4 was included in the final results for the World Aerobatic Championships but is not today. Therefore, it must be understood that it is a "trophy event" all on its own.

While always conducted in conjunction with the WAC, its special status has required rule-making to deal with it since proposals were adopted last year at the CIVA plenary meeting in Salzburg to open Programme 4 to outside pilots who would not compete in the WAC in the "classical" or "technical" flight programmes.

Because it is a stand-alone event and outside pilots are now allowed, rules had to be written to require organizers to permit entries from every NAC participating in WAC in addition to the NACs who took the decision to enter pilots in this event only. To put it simply, all NACs who are members of FAI have this right (General Section 3.1.6).

The Programme 4-only pilots had to be given priority with the remaining slots (to bring us to a total of 10 to 20 in accordance with the rules) going to all participating NACs. If there were any remaining slots, these could be filled with entries from duplicating countries. This is the information the Policy Letter provided you prior to WAC.

Some Additional Information

Some research into past WACs and results from Programme 4 yields some interesting information. This information should be kept in mind when discussing waivers of rules and future proposals for changes as a result of our experiences here. Some have suggested use of rank order to determine who should be eligible to fly Programme 4.

In 2001 and 2005, Klaus Schrodt (GER) was the winner of Programme 4. In 2005, he was 29th overall in the WAC results. In 2001, he was 19th overall.

In 2007, the winner was Zach Heffley (USA) and placed 14th overall. It should be noted that Zach was the third highest placing pilot within the American Team.

In 2003, Mikhail Mamistov (RUS) was the winner of Programme 4 and placed 7th overall. He was the 4th highest placing pilot within the Russian Team.

Further information:

2001 – 6 countries of 13 entered in WAC flew Programme 4.

2003 – 4 countries of 11 entered in WAC flew Programme 4.

2005 - All 8 countries participated in Programme 4.

2007 – 5 countries of 11 entered in WAC flew Programme 4.

Conclusions that could be drawn from this are:

A high placing in the WAC classical competition flights does not guarantee a good result in Programme 4. In 2005, a pilot who placed 29th went on to win the programme. Clearly, there are indeed "specialists" in this programme.

In the past four WACs, there has been a poor representation of all the countries participating in WAC in Programme 4 and sometimes less than 50%.

For the Future …

CIVA can make any rule it wishes to govern this flight programme as with all other aspects of competition aerobatics as long as we do not violate the provisions of the General Section of FAI

Sporting Code. General Section takes priority.

General Section 3.1.6 can be interpreted to mean that "participants from all NACs" must be allowed to enter Programme 4 since it is a separate trophy event.

That said, CIVA could discuss several options to include:

- Including Programme 4 results in the overall World Aerobatic Championships results. It would no longer be a separate trophy event. Those who propose using rank order to determine eligibility for Programme 4 may support this idea. The argument could also be made that since Programme 4 is a recognized aerobatic competition discipline, that in order to determine a World Champion, pilots should be tested in this style of flying as well as the technical programmes that precede it. However, arguments against using rank order are supported by the fact that previous World Champions in Programme 4 have not always placed high in the technical flights.
- Delete rules allowing outside pilots to enter Programme 4. This would open more slots but would have to be justified in view of the fact that Programme 4 is a separate trophy event and a "World Championship" in its own right.
- Another option would be to determine eligibility requirements for Programme 4, setting down "qualifications" to be able to participate in this programme. No such qualification requirements exist in the current rules and could be based on rankings from the classical flight programmes. Once again, though, this ignores the "Freestyle specialists" on Teams.

There are many good ideas out there and some of these have been discussed already within the CIVA Rules and Judging Sub-Committees. There are other aspects to consider here as well. I have not even touched on the gender issue.

Men's and Women's Medals are presented in Programme 4 and how do we make sure there are sufficient women to declare Men's and Women's Medal winners?

Before and after WAC, Matthieu Roulet and I carried on a correspondence about this issue and let me share his ideas with CIVA as well. Mr. Roulet will attend the CIVA plenary in Oshkosh and will no doubt want to discuss these ideas with Delegates. Russia has also submitted an urgent proposal on the matter. This issue will be discussed at the CIVA plenary as an EAC is coming next year and it should be resolved.

This is an excerpt from an e-mail message dated 10 September 2009 from Mr. Roulet in which he proposes the following:

Priority slots for:

1. Top 7 pilots based on rankings after the programmes completed before Programme 4, and for the first woman if not already in.
2. 1 pilot for each NAC not yet represented. Priority in this step will be given based on individual rankings after the programmes completed before Programme 4. For this purpose the ranking list will be cut at 2/3 of the overall rankings (or 60% score, tbc), i.e. no pilot ranked after 2/3 (or with an overall score below 60%, tbc) can be eligible to fly Programme 4.
3. In the event some slots remain available after step 2: Remaining pilots regardless of their NAC, in their order of ranking after the programmes completed before Programme 4, with same cut as in step 2.

With all this information in hand and the ideas presented, I am hopeful CIVA will find a solution at our plenary. Some points to keep in mind:

- We must be sure the pilots in Programme 4 are internationally diverse and the Programme is not dominated by pilots from two or three countries.
- The value of having past World Champions participate. It is good to have the "Old Knights" back.
- Being a low-ranking pilot in the classical programmes does not mean this same pilot may not win the Final Freestyle.
- We must be sure that women are included.
- The programme must be safe, therefore, qualification criteria should be discussed. While General Section provides that all NACs have the right to enter a Championships (or in this case, a separate trophy event), CIVA has the right to set qualification standards and to insure safety.

Safety in Programme 4

At a meeting on 28 August of the International Jury, the Contest Director, and the Flight Director, it was decided to not allow any pilot who did not achieve 60% on the previous flight programmes to fly in Programme 4. The result was there were duplicating countries in the Programme. The Policy Letter on pilot selection had not specified any qualification level and the resulting selection varied from what had been published in that Letter.

I supported this decision as did all of the members of the International Jury. After a fatal accident, we were in no mood to tamper with safety. The situation we had was there were pilots who would have been selected in Step 1 of the procedure in the Letter but who had fallen way below 60% and this was in programmes that should have been well practiced and familiar (the Q and Free).

Some pilots complained bitterly about this yet as Graham Hill points out in his report, 5 pilots who fell below 50% incurred 25% of all the penalties awarded during WAC. Unknowns were never flown so we can only speculate what would have happened in these typically difficult programmes.

While it is understood that an average-scoring classical pilot may go on to win Programme 4 at a WAC (see Klaus Schrodt's results), the line must be drawn somewhere – and 60% was our guide in Silverstone. No pilot was accused of being "unsafe" but we had to conclude that some of those who scored so poorly on what should have been well practiced classical programmes did not belong in Programme 4. I stand by that decision.

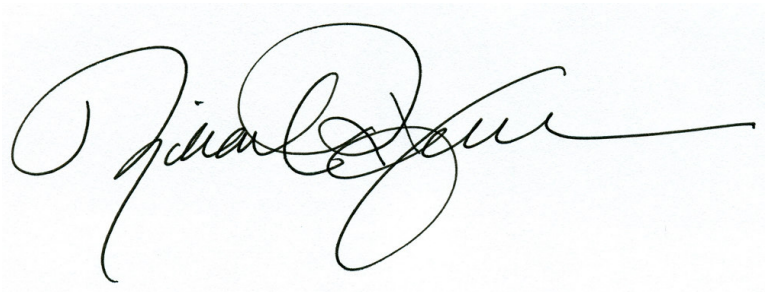
Conclusions

When I look back on Silverstone, there are memories which will stay with me for the rest of my life. The contest was of such a high standard in all areas – without exception – that it must be considered a model for future FAI Championships. All of the members of the British Aerobatic Association who were part of the organization were excellent to work with. They were competent and dedicated. They also showed their grit, their resilience, and their compassion during this competition.

All of us come away from Silverstone with regrets as well. The loss of a highly-skilled and respected pilot who was a leader in our sport will always hurt. We pride ourselves on our excellent safety record and to have that shattered was difficult. But it also must strengthen our resolve to never loosen our grip on our dedication to safety and to remember that anything less than 100% safe is not acceptable. We cannot be satisfied with a score of 9.5 on safety. It has to be a 10.

My thanks to everyone who worked so hard to make WAC a success and my congratulations to all the winners.

My special thanks to Alan, Steve, Osmo, Bob, and Graham.



Collierville, Tennessee, USA
26 September 2009

25th FAI World Aerobatic Championships	2009	FORM B
Pilot ID #	Unlimited 1st Unknown	Flight #

2009

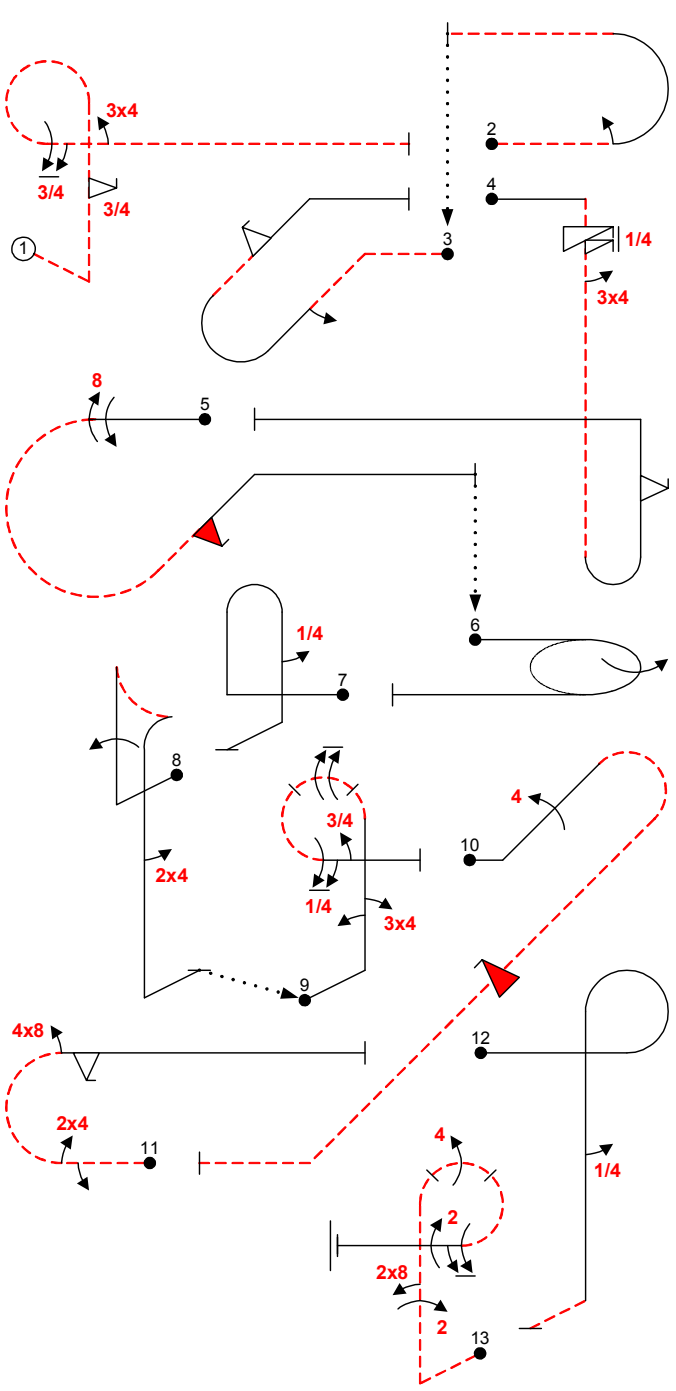


Fig 1	8.33.2 9.9.6.3 9.1.3.7 9.4.3.3	16 17 11 8	52
Fig 2	7.3.2 9.1.3.2	7 4	11
Fig 3	8.16.4 9.1.4.2 9.9.7.2	14 4 15	33
Fig 4	8.3.3 9.11.1.5 9.4.5.3 9.9.1.2	15 4 8 15	42
Fig 5	8.42.3 9.1.3.4 9.8.3.4 9.10.2.2	14 8 15 15	52
Fig 6	2.4.3	28	28
Fig 7	8.1.1 9.1.5.1	13 2	15
Fig 8	6.2.1 9.1.1.4 9.4.5.2	15 12 5	32
Fig 9	8.40.1 9.1.1.2 9.4.1.3 9.1.3.8 9.1.3.5 9.1.3.3	14 8 12 12 9 6	61
Fig 10	8.17.1 9.4.2.4 9.10.4.4	13 13 13	39
Fig 11	7.1.2 9.1.3.2 9.4.3.2 9.8.3.2 9.9.8.2	8 4 5 7 13	37
Fig 12	8.44.1 9.1.5.1	12 2	14
Fig 13	8.39.2 9.2.1.4 9.8.1.1 9.4.3.4 9.1.3.6 9.2.3.4	16 13 7 11 10 9	66
Total K = 482			

pilot

A/C

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Overall Results and Final Standings
25th FAI World Aerobatic Championships -- Silverstone, UK -- 19-29 August 2009

Overall Results -- Men and Women

Rank	Nat	Pilot	Status	Aeroplane	Reg'n	Q	Free	Totals	O/all %
1	FRA	Renaud Ecalle		Extra 330SC	F-TGCI	2615.18	3540.08	6155.26	78.51
2	RUS	Alexander Krotov		Sukhoi 26M3	RA-00665	2589.71	3362.74	5952.45	75.92
3	FRA	Francois Le Vot		Extra 330SC	F-TGCJ	2602.43	3344.18	5946.61	75.85
4	RUS	Mikhail Mamistov		Sukhoi 26M3	RA-00665	2519.26	3404.39	5923.65	75.56
5	FRA	Pierre Varloteaux		Extra 330SC	F-TGCJ	2520.54	3368.22	5888.76	75.11
6	RUS	Oleg Shpolyanskiy		Sukhoi 26M3	RA-00665	2481.39	3403.24	5884.63	75.06
7	GBR	Gerald Cooper		CAP 232	G-OGBR	2544.12	3325.86	5869.98	74.87
8	USA	Jeff Boerboon		Extra-330SC	D-EXUS	2562.02	3291.49	5853.51	74.66
9	RUS	Elena Klimovich		Sukhoi 26M3	RA-01059	2506.25	3344.85	5851.10	74.63
10	GBR	Mark Jefferies		Extra 330SC	G-IIHI	2499.67	3350.66	5850.33	74.62
11	RUS	Svetlana Kapanina		Sukhoi 26M3	RA-01059	2433.32	3407.95	5841.26	74.51
12	USA	Michael Racy		Sukhoi 26M3	RA-00665	2424.47	3390.66	5815.13	74.17
13	ESP	Castor Fantoba		Sukhoi 26	EC-HPD	2355.30	3387.91	5743.21	73.26
14	FRA	Mikael Brageot		CAP 232	F-GMRG	2365.49	3356.66	5722.15	72.99
15	RUS	Victor Chmal		Sukhoi 26M3	RA-01059	2335.54	3329.68	5665.22	72.26
16	USA	David Martin		Extra-330SC	D-EXUS	2382.95	3272.64	5655.59	72.14
17	RUS	Andrey Bespalov		Sukhoi 26M3	RA-00665	2525.84	3067.15	5593.00	71.34
18	ESP	Juan Velarde		Sukhoi 26M	EC-HYU	2379.82	3165.48	5545.31	70.73
19	FRA	Kathel Boulanger		Sukhoi 26	HA-HUR	2265.85	3142.05	5407.91	68.98
20	FRA	Olivier Masurel		CAP 232	F-GODV	2116.21	3252.93	5369.14	68.48
21	RUS	Anatoly Belov		Sukhoi 26M3	RA-01059	2321.05	2973.33	5294.38	67.53
22	USA	Hubie Tolson		Sukhoi 26	RA-3456K	2125.85	3125.63	5251.48	66.98

23	FRA	Alex Leboulanger	CAP 232	F-GMRG	2217.61	3015.00	5232.60	66.74
24	GER	Martin Albrecht	Extra 300SHP	D-EXMT	2181.18	2997.30	5178.48	66.05
25	CZE	Martin Sonka	Sukhoi 31M	OK-HXB	2090.01	3077.48	5167.49	65.91
26	GER	Alex Stegner	Sbach-300	D-ETOJ	2269.10	2898.08	5167.18	65.91
27	FIN	Sami Kontio	CAP 232	OH-SKA	2330.65	2762.16	5092.82	64.96
28	CZE	Jan Adamec	Sukhoi 31M	OK-HXB	2119.22	2913.99	5033.21	64.20
29	FRA	Aude Lemordant	CAP 232	F-GODV	2039.28	2988.29	5027.58	64.13
30	CZE	Jan Rozlivka	Sukhoi 31M	OK-HXC	2349.13	2660.66	5009.78	63.90
31	BRA	Adilson Kindlemann	Extra 300S	N8JX	2135.93	2849.84	4985.77	63.59
32	GBR	Tom Cassells	CAP 232	G-IITC	2167.68	2722.78	4890.47	62.38
33	USA	Debby Rihn-Harvey	CAP 232	F-GXCP	2228.93	2608.91	4837.84	61.71
34	GBR	Kester Scrope	Edge 540	G-EDGY	2152.43	2630.63	4783.05	61.01
35	GER	Heike Sauels	Extra 300SP	D-EXHS	2165.27	2572.36	4737.63	60.43
	H/C	Melissa Pemberton	Extra 300S	N600YS	1966.88	2733.52	4700.40	59.95
36	USA	Goody Thomas	Sukhoi 26	RA-3456K	2509.12	2183.37	4692.48	59.85
37	ESP	Jorge Macias Alonso	Staudacher S300	N540SE	1913.06	2697.00	4610.06	58.80
38	IRL	David Bruton	Sukhoi 26M	EI-EAI	2228.89	2348.05	4576.95	58.38
39	SLO	Peter Podlunsek	Extra 330SC	SS-DPS	2100.92	2436.21	4537.14	57.87
40	POR	Antonio Ideias	Extra 300S	N80LA	1786.16	2708.67	4494.83	57.33
41	ISR	Michael Golan	CAP 232	N862DM	1604.85	2885.88	4490.73	57.28
42	GBR	Nick Onn	Sukhoi 26M	G-XXVI	2293.13	2179.70	4472.83	57.05
43	GER	Hein Sauels	Extra 300SP	D-EXHS	2184.40	2244.41	4428.80	56.49
44	GER	Norbert Werle	Extra 300S	N600YS	1711.11	2655.16	4366.27	55.69
45	HUN	Tamas Illes	Edge 540T	N540TA	2058.37	2249.77	4308.14	54.95
46	SUI	Pierre Marmy	Sukhoi 26M	HB-MSO	1845.78	2460.67	4306.45	54.93
47	ESP	Anselmo Gamez	Sukhoi 26M	EC-HYU	2320.42	1970.25	4290.67	54.73
48	GER	Philipp Steinbach	Sbach-342	D-EIXA	2005.99	2275.72	4281.71	54.61
49	SUI	Hanspeter Rohner	CAP 232	F-GXCP	1675.45	2577.49	4252.95	54.25
50	ESP	Sergio Pla	Extra 300	N8JX	1862.79	1525.96	3388.75	43.22

51	SUI	Gabi Schifferle	Extra 300S	N600YS	1756.45	1372.69	3129.14	39.91
52	ITA	Gian Franco Cillario	CAP 231	I-CRIC	1629.70	1443.42	3073.12	39.20
53	CAN	Doug Jardine	Sbach-342	D-EIXA	1382.27	1146.25	2528.51	32.25
54	USA	Robert Armstrong	CAP 232	N3434F	1972.72		1972.72	25.16
55	CZE	Miroslav Cervenka	Sukhoi 31M	OK-HXC	1548.86		1548.86	19.76
56	ITA	Andrea Fossi	CAP 231	F-GGYQ	1381.25	164.62	1545.87	19.72
57	SUI	Dominic Andres	Sukhoi 26MX	RA-3327K	1419.69		1419.69	18.11
58	SUI	Nils Hagander	Sukhoi 26MX	RA-3327K	1070.17		1070.17	13.65

Official Results and Final Standings
25th FAI World Aerobatic Championships - Silverstone, UK - 19-29 August 2009

Consolidated Results -- Women

Rank	Nat	Pilot	Aeroplane	Reg'n	Q	Free	Totals	O/all %
9	RUS	Elena Klimovich	Sukhoi 26M3	RA-01059	2506.25	3344.85	5851.10	74.63
11	RUS	Svetlana Kapanina	Sukhoi 26M3	RA-01059	2433.32	3407.95	5841.26	74.51
19	FRA	Kathel Boulanger	Sukhoi 26	HA-HUR	2265.85	3142.05	5407.91	68.98
29	FRA	Aude Lemordant	CAP 232	F-GODV	2039.28	2988.29	5027.58	64.13
33	USA	Debby Rihn-Harvey	CAP 232	F-GXCP	2228.93	2608.91	4837.84	61.71
35	GER	Heike Sauels	Extra 300SP	D-EXHS	2165.27	2572.36	4737.63	60.43
	H/C	Melissa Pemberton	Extra 300S	N600YS	1966.88	2733.52	4700.40	59.95
51	SUI	Gabi Schifferle	Extra 300S	N600YS	1756.45	1372.69	3129.14	39.91

Team Results

								O/all
	1	France	A/c Type	A/c Reg'n	Q	Free	Totals	%
FRA		Renaud Ecalle	Extra 330SC	F-TGCI	2615.18	3540.08	6155.26	78.51
FRA		Francois Le Vot	Extra 330SC	F-TGCJ	2602.43	3344.18	5946.61	75.85
FRA		Pierre Varloteaux	Extra 330SC	F-TGCJ	2520.54	3368.22	5888.76	75.11
							17990.64	76.49
	2	Russia						
RUS		Alexander Krotov	Sukhoi 26M3	RA-00665	2589.71	3362.74	5952.45	75.92
RUS		Mikhail Mamistov	Sukhoi 26M3	RA-00665	2519.26	3404.39	5923.65	75.56
RUS		Oleg Shpolyanskiy	Sukhoi 26M3	RA-00665	2481.39	3403.24	5884.63	75.06
							17760.73	75.51
	3	United States						
USA		Jeff Boerboon	Extra-330SC	D-EXUS	2562.02	3291.49	5853.51	74.66
USA		Michael Racy	Sukhoi 26M3	RA-00665	2424.47	3390.66	5815.13	74.17
USA		David Martin	Extra-330SC	D-EXUS	2382.95	3272.64	5655.59	72.14
							17324.23	73.66
	4	Great Britain						
GBR		Gerald Cooper	CAP 232	G-OGBR	2544.12	3325.86	5869.98	74.87
GBR		Mark Jefferies	Extra 330SC	G-IIHI	2499.67	3350.66	5850.33	74.62
GBR		Tom Cassells	CAP 232	G-IITC	2167.68	2722.78	4890.47	62.38
							16610.78	70.62
	5	Spain						
ESP		Castor Fantoba	Sukhoi 26	EC-HPD	2355.30	3387.91	5743.21	73.26

ESP		Juan Velarde	Sukhoi 26M	EC-HYU	2379.82	3165.48	5545.31	70.73
ESP		Jorge Macias Alonso	Staudacher S300	N540SE	1913.06	2697.00	4610.06	58.80
							15898.57	67.60
	6	Czech Republic						
CZE		Martin Sonka	Sukhoi 31M	OK-HXB	2090.01	3077.48	5167.49	65.91
CZE		Jan Adamec	Sukhoi 31M	OK-HXB	2119.22	2913.99	5033.21	64.20
CZE		Jan Rozlivka	Sukhoi 31M	OK-HXC	2349.13	2660.66	5009.78	63.90
							15210.49	64.67
	7	Germany						
GER		Martin Albrecht	Extra 300SHP	D-EXMT	2181.18	2997.30	5178.48	66.05
GER		Alex Stegner	Sbach-300	D-ETOJ	2269.10	2898.08	5167.18	65.91
GER		Heike Sauels	Extra 300SP	D-EXHS	2165.27	2572.36	4737.63	60.43
							15083.29	64.13
	8	Switzerland						
SUI		Pierre Marmy	Sukhoi 26M	HB-MSO	1845.78	2460.67	4306.45	54.93
SUI		Hanspeter Rohner	CAP 232	F-GXCP	1675.45	2577.49	4252.95	54.25
SUI		Gabi Schifferle	Extra 300S	N600YS	1756.45	1372.69	3129.14	39.91
							11688.54	49.70

Programme 4 – The Final Freestyle

Rank	Nat	Pilot	Aeroplane	Reg'n	Totals	O/all %
1	FRA	Renaud Ecalle	Extra 330SC	F-TGCI	3223.33	80.58
2	LIT	Jurgis Kairys	Sukhoi 31M	LY-LIK	3175.54	79.39
3	GBR	Eric Vazeille	CAP 232	G-OGBR	2905.40	72.64
4	ESP	Ramon Alonso	Sukhoi 31	EC-HGL	2899.66	72.49
5	RUS	Mikhail Mamistov	Sukhoi 26M3	RA-00665	2861.73	71.54
6	RUS	Oleg Shpolyanskiy	Sukhoi 26M3	RA-00665	2838.56	70.96
7	FRA	Francois Le Vot	Extra 330SC	F-TGCJ	2830.16	70.75
8	FIN	Sami Kontio	CAP 232	OH-SKA	2732.12	68.30
9	CZE	Martin Sonka	Sukhoi 31M	OK-HXB	2674.96	66.87
10	GBR	Gerald Cooper	CAP 232	G-OGBR	2568.53	64.21
11	USA	Hubie Tolson	Sukhoi 26	RA-3456K	2554.97	63.87
12	GER	Martin Albrecht	Extra 300SHP	D-EXMT	2477.46	61.94
13	GER	Alex Stegner	Sbach-300	D-ETOJ	2444.82	61.12
14	USA	David Martin	Extra 330SC	D-EXUS	2427.94	60.70
15	BRA	A. Kindlemann	Extra 300S	N8JX	2253.86	56.35