

## AGENDA ITEM 10.3

### REPORT OF THE CHIEF JUDGE

#### 2<sup>nd</sup> WORLD YAK 52 AEROBATIC CHAMPIONSHIPS

25<sup>th</sup> June – 5<sup>th</sup> July, 2009  
Rojunai, Lithuania



#### Pavol Kavka

I had arrived to Rojūnai **airfield** at 3 am on 25th of June. It was too early and there was nobody outside except of the guard around the parked airplanes near of the grass runway. I spent lot of time walking and looking around. The place was beautiful with two huge original renewed buildings. In the main building there was enough space for all Participants, Officials and Offices for Contest Director, Judges, Jury, Scoring room and so on. Large dam was just behind the main building at distance about 20 meters and a wooden small house what was sauna was close to the water as well.

After arrival of all **International Judges** and their Assistants there was a beautiful Opening Ceremony at the airfield. It was a little bit smaller than we are used to have, but very kind and rich.

The Board of Judges consisted of six Judges with their Assistants:

<b>Orlickas, Algis;</b> Gedminaite, Violeta	LIT
<b>Kotelnikov, Vladimir;</b> Bezdenezhnikh, Michail	RUS
<b>Liszkay, László;</b> Drokina, Valentina	RSA
<b>Armonas, Vytautas;</b> Raubickas, Eugenius	LIT
<b>Razhin, Vladimir;</b> Shpolianskyi, Oleg	RUS
<b>Vaneček, Milan;</b> Kaftan, David	CZE

I was assisted by very famous pilot Khalide Makagonova and Jan Magura. All of the Judges expressed their contentment with accommodation and meals. Organiser had prepared special room for the Board of Judges with enough space and refreshment. That room was used for video conferences as well.

The **Box marking** was well prepared, precise and visible. Below the Box were fields with various agricultural crops and plants.



**Official meeting** for the International Judges and Team managers was held on 26th of June. The members of the International Jury was presented as well. We went through all articles of the Rules with stress to new changes of the judging criteria. We had also plenty of time to explain and discuss about all figures from the Q Programme one by one. The weather conditions were always very close to the limits but we could not start flying until 29<sup>th</sup> of June. Finally we started on forth day of the Championship at 18:26 and kept flying to 22:10. At least that was the advantage we had, the location too north year season.

**Positions for judging** always equipped with all needed for our work were selected south, east and west of the Box. The best one was just 200 meters in front of the main bulging. All of those positions were used because of the wind direction changes. The Q Programme flew by all 22 pilots was completed on 30<sup>th</sup> of June before the lunch. In the afternoon we proceeded with the Free Programme, but only 20 pilots were allowed to participate. One of them was excluded because he exceeded max. G loading and the second lost the orientation in the sequence during the flight. He officially announced to the International Jury that he had finished competition flights in that Championship. Satisfaction with that decision was on the both sides.

No cooperation with local landholders was needed. There was only one landholder and he was contest pilot and Organiser in one person too.

The period during the Championship was not gifted with good **weather** with possibility to fly every day from the beginning up to the end. To fly 20 contest pilots in super long days gave us unbelievable certainty and it was sure to say that we are able to finish the Event. We had good luck.

Finally the Competition was completed with 20 pilots and together 88 scored flights and four programmes.

The discipline of the pilots in the air was at appropriate level. One of the pilots had also problems after the sequence because of runway blocking and he did not proceed back for landing in obvious manners. Then Russian pilots advised him by radio how to continue for landing.

**Radio connection** during the contest was without any failure. Two circuits were used: air band on safety frequency for pilots and ground circuit for all Officials and others.

Cooperation with Officials of the Championship was excellent especially Contest Director and all people around Irma Jančiukienė had prepared every details very precisely and created nearly family atmosphere. A member of the International Jury was changed.

**Judging Analysis** was given to the Judges during the Contest. They were in wide scale, like normally. I discussed this topic with presented Judges stressing appropriate anomalies and assessment.



**Overall Results:**

- 1 – Myakishev, Alexander (RUS)
- 2 – Motiejūnaitė, Onutė (LTU)
- 3 – Dadykin, Sergey (RUS)

**Overall Team Results:**

- 1 – Russia (Myakishev Alexander, Dadykin Sergey, Suslov Oleg)
- 2 – Lithuania (Motiejunaite Onute, Meleckis Eltonas, Bezaras Aurimas)
- 3 – Ukraine (Tarasevich Mykola, Chernov Igor, Dovgalenko Tamara)

The **Closing Ceremony** at the airfield was great. The winner stayed on pedestals on the large stage after air show with crowds of people, music, etc.

In **conclusion** I have to pay tribute to the Officials, pilots and especially those who voluntary helped us for the outstanding cooperation.

Thank CIVA Delegates for trust.