

AGENDA ITEM 6.1

REPORT OF THE PRESIDENT OF THE INTERNATIONAL JURY

8th World Advanced Aerobatic Championships
Pendleton, Oregon USA
1-10 August 2008



Mike Heuer

Introduction

The 8th World Advanced Aerobatic Championships (also called “AWAC”) were held in Pendleton, Oregon, USA on 1-10 August 2008. The AWAC was organized by AWAC 2008, Inc., a corporate entity created specifically to organize and manage the event. Contest Director was Bob Higbee and Chief Judge was John Gaillard (RSA).

36 pilots from 13 countries competed in the event. Two of the pilots were independents (Steve Johnson and John Coffey of the USA). 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 AWAC (the ACRO program) and the contest data file.



The World Advanced Aerobatic Champion is **Rob Holland** of the USA (shown left). Rob flew his MX-2 (N540RH) to victory. Rob had competed at AWAC in 2006 in Poland in an Ultimate.

Team Champions (1) USA, (2) South Africa, and (3) Great Britain.

My congratulations to all the winners.

The International Jury

The International Jury specifically oversees the operation of the board of judges, the flight line, the meteorological observations, the computer scoring, and Line Judges. 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 Matti Mecklin (Finland) and Carole Holyk (Canada). 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 willing to do anything necessary to properly carry out their duties.



Line Judges were in use this year and as noted in the Chief Judge's report, they functioned perfectly with only a few paperwork errors. The new Line Judge Forms proposed at CIVA last year were in use as well as other updated Forms at the Chief Judge's station. The organizers never complained about the CIVA requirement for Line Judges as the people involved in the contest organization have been managing IAC regional competitions for years and those contests routinely use Line Judges. The rule to have all 4 corners occupied by Line Judges was never a problem.

Arrival at the Contest

Experience has shown on many occasions that it is very wise for the Jury President and/or Chief Judge to arrive early in order to advise the Contest Director on any organizational difficulties which invariably arise in the days immediately preceding the competition. I did arrive two days early and was able to get some work done before the competition began.

Graham Hill, Assistant Chief Judge, also arrived early and worked very hard with the organizers to go over numerous details regarding the judging line and aerobatic box. Graham is shown left with the Contest Director, Bob Higbee.



Prior to the start of the competition, the Jury members were able to inspect the facilities and the competition setup. Graham's work precluded any necessity for Jury concern over the judging operation. We appreciated this.

Box markings and the contest layout were excellent.

The Jury office was upstairs in the main hangar, adjacent to the Scoring Office which was very convenient and recommended for all contests. The Jury did not have any transport provided by the organizers so I rented a car for us.

Communication was excellent. All key contest personnel had mobile phones and a master list of phone numbers was provided. In addition, radios were also used by key contest officials as well. Communications were run by Greg Howard, who also served as the Technical Commission Chairman. A repeater was used so it was possible to talk on the Motorola radios from long distance.

Briefing for Judges

A briefing for Judges was held on the first day and conducted by John Gaillard and Graham Hill. A currency examination was administered in accordance with the rules.

Judges' Position

As mentioned above, the Judges' positions were excellent.

Of particular note were the Judges' shades as seen in the photo. Judges were provided comfortable chairs. The Chief Judges' station was also satisfactory and was in a tent with refreshment and video equipment. An extra tent with air conditioning was also provided for debriefings but seldom used.



Video equipment was adequate and was used by the Chief Judge on appropriate occasions. The Jury never had an opportunity to view any videos as there were no protests which required it.

Unlike past events, Jury members were not in constant attendance at the Chief Judge's station. With the reduced Jury size, the need for quick consultation on issues arising, and the high level of professionalism on the part of the Chief Judge and his staff, it was unnecessary. Jury members made random visits only.

Computer & Scoring

The newly CIVA-approved ACRO scoring program was in use. Jennifer Haglund was Scoring Director and had previously used the program on a test basis at a regional competition in June 2008. Nick Buckenham was also on hand as one of the Judges so he was always available to deal with any issues or problems. I thank Jennifer and Nick for their excellent work in this vital contest area.

Judging analysis reports were produced and provided the Chief Judge and Judges throughout the event. Individual judge analysis reports were given to Judges between flight programmes on agreement with the International Jury. The Overall Analysis of the judging at AWAC can be found as attachments to the Chief Judge's report in the Agenda Packages.

Unknowns

Regulations concerning the selection of Unknown figures and teams submitting Unknown sequence proposals continue to work very well. Teams propose Unknowns in sufficient numbers to offer the Jury excellent choices. The sequences are usually well thought out and flyable. This year, several countries submitted Unknown proposals for both Unknowns.

Because of the wide variety of aircraft and the high density altitude we experienced at Pendleton, there were several complaints and protests over the composition of the sequences the Jury selected. On the 2nd Unknown, three versions were published before the programme was settled. While some of the complaints were no doubt competitive posturing, the Jury treated them seriously despite some threats and accusations from competitors which I found to be unsportsmanlike.

Ultimately, we flew both programmes and though some breaks were required because of the environment conditions – with the density altitude occasionally exceeding 4,000 feet at the surface – there were no safety problems. Both Unknown programmes are attached to this report.

Protests and Complaints

There were several protests filed during AWAC. Protest and complaint details and information regarding their disposition is as follows:

Protestor	Summary	Jury Action
South Africa	The protest contended the Edge 540T flown by the Hungarian Team had been accepted for entrance in violation of Section 6, rule 4.6.2.4 which requires pilots to produce a current year bench test certificate.	Protest Denied
Ukraine	The protest contended the 1 st Unknown sequence published by the International Jury was "dangerous" due to energy and altitude issues.	Protest Denied
South Africa	The protest concerned a 200 point penalty assessed pilot Mark Hensman (pilot #13 in the Free Programme) for missing his slot time.	Protest Upheld and penalty points removed
Hungary	The pilot protested a "CHZ" given by the Chief Judge on Figure #7 in the Free Programme. Two Judges had HZ'ed the figure because of a drawing error on Form B. Five Judges scored the figure (non-HZ).	Protest Upheld and CHZ check mark removed.
Hungary	An "out" on Figure #1 in the 1 st Unknown was protested.	Protest Denied

USA	The proposed 2 nd Unknown published by the Jury was protested for safety reasons.	Protest Upheld and new Unknown published
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Comments on the Protests

South African Protest on Hungarian Aircraft

The protest of South Africa regarding the Edge 540T flown by the Hungarian was a difficult problem. Let me quote from the International Jury letter that responded to this protest:

“The International Jury has met to consider your protest of 3 August which was received at 13.44 with the \$100 protest fee. We have spent some considerable time speaking with the Technical Commission Chairman, doing our own research, and gathering the necessary statements.

The duty of the International Jury, as I have briefed everyone, is to interpret the FAI Sporting Code and this means not only the text but also the intent of CIVA when rules were adopted by plenary. This often requires research into the original proposals as well as the proceedings of plenary.

The Jury has found the following and we summarize as follows:

- 1. The engine for Edge 540T N540TA was assembled by Lycon in December 2003. It has approximately 110 hours total time since assembly. The logbook has been checked by the Technical Commission Chairman and no documented alterations or modifications have been made to the engine.*
- 2. The pilot received the dyno report from Lycon (Mr. Ken Tunnel) on 29 July 2008. The report was dated 2003. The Technical Commission Chairman personally contacted Lycon and they verified the information. Lycon and the Technical Commission Chairman agree that the information in the report is still valid at the time it was sent to the pilot.*
- 3. N540TA also has an onboard data recording system (EDM 900) and the pilot, Tamas Illes, has provided the cable and software for engine data to be downloaded. In addition, engine data has already been provided for the pilot's Programme Q flight and this data verifies that the engine was operated at an RPM which would result in the engine not exceeding the 300 hp limit.*

Therefore, the International Jury is satisfied, with the information, documentation, and data we have on hand that the engine in N540TA is operating at or below the CIVA-required horsepower limit and meets the intent of the rules.



As a matter of information, when the CIVA Rules Sub-Committee met in Pendleton on 1 August 2008, one of its recommendations to CIVA is to delete the word “year” from the regulations and make it clear that CIVA’s intent is that the bench test simply be “current”.

The “bottom line” is that we have certified, to our satisfaction, that the aircraft concerned is operating at the proper limits and the pilot has no unfair advantage over any other competitor.”

This was a difficult decision and a very unpopular one. However, I emphasize that the International Jury was satisfied the aircraft was being operated with an engine of 300 hp or less and in the spirit of the rules. It should also be noted that Mr. Illes came equipped with the software, cables, and laptop to provide the downloaded reports from the EDM 900 that verified the engine was being operated properly and at RPM’s that brought the engine to under 300 hp. He was very cooperative and professional with the Technical Commission Chairman and the Jury at all times.

Ukraine Protest on 1st Unknown

It is not unusual for the Jury to receive protests or complaints over the “safety” of Unknown sequences at most every Championships. It is our duty to sort out which of these complaints are for competitive reasons or genuine safety concerns. Because safety is involved, we are very sensitive to these complaints but we also cannot constantly modify or change the Unknown sequences to meet every demand. This problem is especially acute in Advanced because of the wide range of performance of the aircraft on hand – ranging from the YAK 55 and Pitts S-1 to the MX-2 and SU-29. Thus, our job is a difficult one.

My request to Team Managers is to carefully consider your complaints and protests and to document the reasons in detail as to why the sequence is unsafe. Do not file complaints or protests because you may not like a sequence or your aircraft may have a difficult time with it, especially in high density altitude conditions. Breaks in the sequence are always available to pilots who are having difficulties.

Predictably, the more competent and highly skilled pilots fly the Unknowns well and win the medals. It has been this way since I have been involved in the sport. Sometimes it is just simply time to fly.

South African Protest on Hensman Slot Time

The situation was discussed with the South African Team Manager and the Starter, Tom Adams. In the end, the benefit of the doubt was given to the pilot. The pilot was late for his start time and another aircraft was launched in his place but there was some dispute over what was stated in that morning’s briefing and information posted on the bulletin board.

Hungarian Protest on CHZ for Figure Drawing Error

Two of the seven Judges found a drawing error on Form B in Hungarian pilot Tama Illes' Free Programme during the flight programme. Their view was the figure flown by the pilot was not in accordance with the Form held by the Judges which would require an HZ in accordance with the rule. Five Judges followed the sequence, as their Assistants called it, and gave non-HZ scores to the figure. The Chief Judge agreed with the minority and checked the "CHZ" box on the scoresheets.

The Jury felt the rule was too strictly applied. Obviously, a majority of the Judges had no trouble following the sequence and the error in the drawing was not a serious one. The Judges and Jury have frequently seen Forms with flick rolls drawn on the wrong line of a horizontal eight, for example, and these errors clearly deserve an HZ. This error was not of that nature. A Judge could easily follow the sequence. Therefore, the benefit of the doubt was given to the pilot and the CHZ was removed from the scoring program.

As President of the Jury, I abstained from the decision on this matter. Because the Illes Free Programme paperwork had arrived late (though he had e-mailed it in to the organizers in plenty of time), it had not been checked. Because the man in charge of checking was not available, I took it on myself to check the Programme and I missed this error. Therefore, I could not participate in this decision. My recommendation in this case is though everyone wants to help the organizer and the pilots, the job of checking Free Programmes should never be undertaken by members of the International Jury. According to the rules, this is the responsibility of the organizers and must remain there.

The other protests are self-explanatory.

Density Altitude

As I mentioned earlier in this report, Density Altitude (DA) was a problem at this event. It was not unusual for the DA to exceed 4,000 feet in the afternoon when temperatures were at their highest.

Because of the DA problem, I called a meeting of the Team Managers to discuss allowing a break in the 2nd Unknown without penalty. I felt it was the right thing to do and especially because of the wide variety of aircraft on the field.

I was quite surprised when 2 of the 13 Team Managers voted against this proposal. One of the Teams had previously filed a protest over an Unknown claiming energy and altitude problems. This vote was inexplicable to me.

In all, I felt it was unsportsmanlike to vote against the proposal. However, since the rules require 100% agreement of Team Managers, the proposal was rejected. I support the Canadian "urgent proposal" to require a majority to waive the rules rather than unanimous consent. I also support the Canadian proposal to establish DA limits.



Technical Issues

There were no significant mechanical issues with aircraft during AWAC.

One flight in an Extra 300 N325TJ (pilot Nigel Hopkins) aborted during the flight due to a rubber strip coming loose on one of the wing-to-fuselage fairings. The problem was repaired and the pilot re-flew the sequence.

This same problem re-occurred on the same aircraft and pilot during another flight. The strip came loose in a different place. It was repaired and the pilot re-flew.

In Conclusion ...

My thanks to Bob Higbee, the Contest Director of this superb event. My work with Bob started months before the event took place. Over these months, I exchanged hundreds of e-mails with Bob and his contest staff. Robert Bismuth, President of the AWAC 2008 organization was also cooperative and helpful.

What impressed me was their willingness to ask questions and their desire to do the job properly and to make this the best AWAC ever. They succeeded and this event will live on in our memories as one of the best ones we have attended. The attention to detail and everyone's dedication to organizing an excellent event were obvious. Their friendliness was palpable and several told me personally they would love to be involved with CIVA competitions in the future.

I also thank Carole Holyk and Matti Mecklin for their work, their friendship, and support. As we sit in the Jury Office or roam the ramp at the airport, there is often a need to blow off steam and to share thoughts, opinions, and experiences with fellow Jury members. It is always nice to know when you can count on people to keep your confidences and to freely offer advice and counsel.

Finally, a special thanks to John Gaillard and Graham Hill. I very much appreciated Graham's early arrival at the contest site. He was very busy on many details and it is that attention that makes all the difference. John's long experience as a Chief Judge and his personal strength and dedication to the work of the Judges is obvious and has a huge effect on the success of the event.

And now to 2010 for the next World Advanced Aerobatic Championships

8th Advanced World Aerobatic Championship 2008		FORM B
Pilot ID #	1st Unknown	Flight #

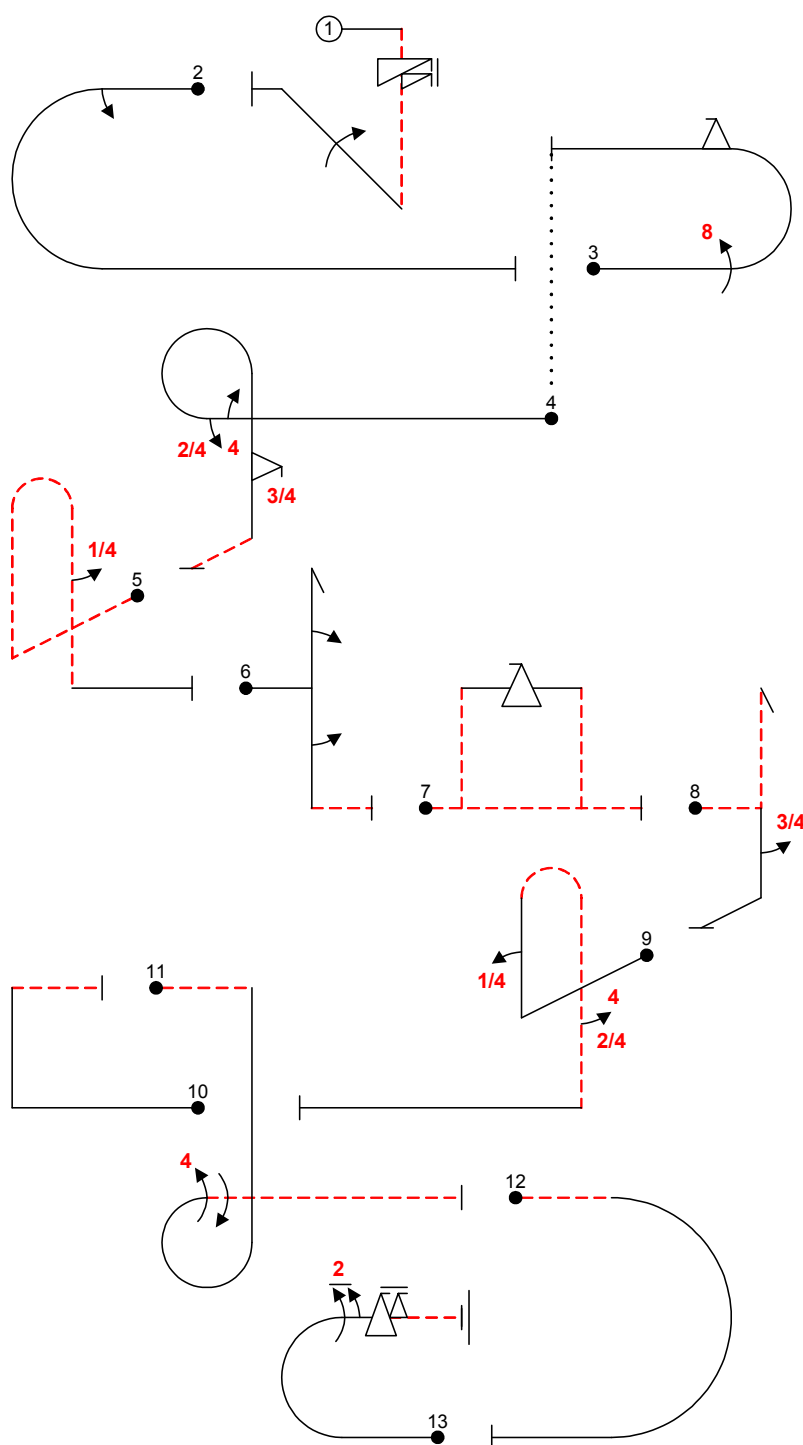


Fig 1	1.17.3 9.11.1.6 9.1.2.4	15 3 10	28
Fig 2	7.3.3 9.1.3.2	6 4	10
Fig 3	7.2.1 9.8.3.4 9.9.3.2	6 15 11	32
Fig 4	8.44.1 9.1.3.2 9.4.3.2 9.9.5.3	12 4 5 11	32
Fig 5	8.2.2 9.1.5.1	17 2	19
Fig 6	5.1.3 9.1.1.2 9.1.5.2	18 8 4	30
Fig 7	7.7.2 9.9.3.4	19 11	30
Fig 8	5.1.4 9.1.5.3	22 6	28
Fig 9	8.3.1 9.1.1.1 9.4.5.2	15 6 5	26
Fig 10	1.7.1	9	9
Fig 11	8.33.4 9.4.3.4 9.1.3.4	12 11 8	31
Fig 12	7.1.4	6	6
Fig 13	7.1.1 9.2.3.6 9.9.3.6	6 12 14	32
Total K = 313			

8th Advanced World Aerobatic Championship 2008		FORM B
Pilot ID #	2nd Unknown	Flight #

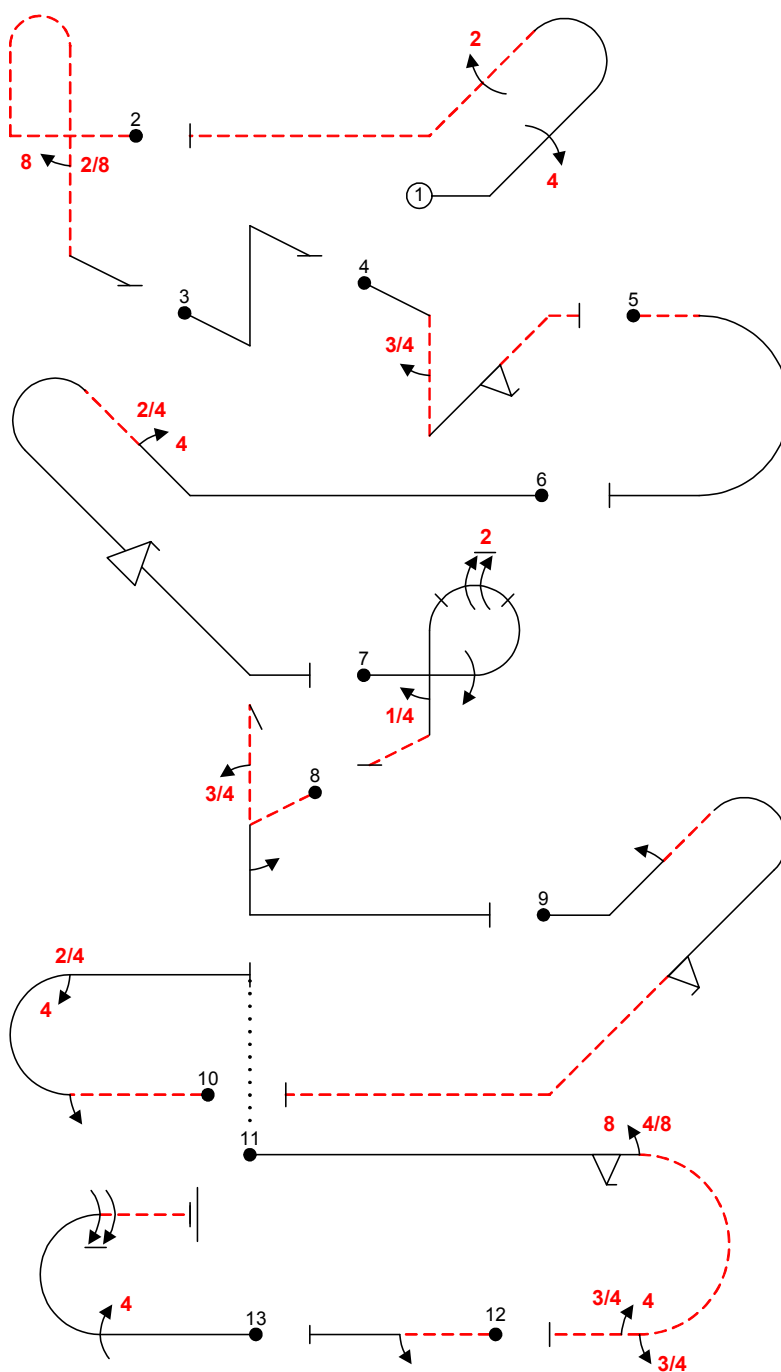


Fig 1	8.13.1 9.4.2.4 9.2.4.4	11 13 9	33
Fig 2	8.2.2 9.8.5.1	17 3	20
Fig 3	1.6.1	10	10
Fig 4	1.19.3 9.1.5.3 9.9.2.2	15 6 13	34
Fig 5	7.1.4	6	6
Fig 6	8.15.1 9.4.2.2 9.9.4.4	12 7 11	30
Fig 7	8.44.1 9.1.3.4 9.2.3.8 9.1.5.1	12 8 15 2	37
Fig 8	5.1.4 9.1.1.3 9.1.5.2	22 10 4	36
Fig 9	8.16.1 9.1.2.2 9.9.4.2	14 6 11	31
Fig 10	7.4.2 9.1.3.2 9.4.3.2	6 4 5	15
Fig 11	7.1.3 9.9.3.2 9.8.3.2 9.1.3.3 9.4.3.3	8 11 7 6 8	40
Fig 12	1.1.4 9.1.3.2	2 4	6
Fig 13	7.1.1 9.4.3.4 9.1.3.8	6 11 12	29

Total K = 327



CIVA 2008 Salzburg, Austria

8th World Advanced Aerobatic Championships - Pendleton, Oregon, USA - 2-9 August 2008

Official Results and Final Standings

Jury President: Mike Heuer

Contest Director: Bob Higbee

Chief Judge: John Gaillard

Rank	Nat	Pilot	Aeroplane	Reg'n	"Q" #1	Free #1	Unk'n #1	Unk'n #2	Totals	O/all %
1	USA	Robert Holland	MX2	N-540RH	1933.09	2441.56	2513.84	2426.04	7381.44	76.10
2	HUN	Tamas Illes	Edge 540T	N-540TA	1924.86	2373.33	2322.60	2536.14	7232.07	74.56
3	IRL	Eddie Goggins	Extra 300L	N-8XT	1903.31	2337.78	2352.18	2390.70	7080.66	73.00
4	USA	Todd Whitmer	Edge 540T	N-540TW	1976.44	2344.13	2228.32	2473.50	7045.95	72.64
5	USA	Hector Ramirez	Extra 300L	N-25AP	1857.99	2376.66	2257.52	2405.14	7039.32	72.57
6	USA	Alex Land	Sukhoi SU-29	N-55SU	1870.96	2262.01	2370.52	2375.70	7008.23	72.25
7	USA	Craig Dobesh	Pitts S1-XTC	N-4477X	1856.36	2357.15	2360.88	2233.67	6951.70	71.67
Ind		Steve Johnson	MX2	N-487MX	1653.33	2274.40	2337.13	2262.48	6874.01	70.87
8	RSA	Nigel Hopkins	Extra 300	N-325TJ	1873.81	2290.34	2082.18	2496.51	6869.03	70.81
9	GBR	Julian Murfitt	Extra 230	N-694DH	1634.94	2274.78	2203.41	2314.15	6792.34	70.02
10	BEL	Didier Amelinckx	Extra 300L	N-25AP	1649.06	2297.41	2201.21	2273.26	6771.88	69.81
11	CAN	Guido LePore	Pitts S1	C-GIPS	1699.14	2224.17	2183.82	2353.12	6761.11	69.70
12	GBR	Stephen Madle	Extra 230	N-694DH	1830.52	2259.31	2208.83	2275.80	6743.94	69.53
13	CAN	Jerzy Strzyz	Sukhoi SU-29	N-55SU	1827.70	2208.73	2222.60	2307.82	6739.15	69.48
14	RSA	Patrick Davidson	Extra 300L	N-203EX	1930.67	2323.08	2269.90	2103.36	6696.34	69.03
15	USA	Patrick Clark	Pitts S1T	N-396PC	1782.57	2333.54	2040.93	2291.94	6666.41	68.73
16	RSA	Mark Hensman	MX2	N-540RH	1785.38	2148.93	2220.45	2284.12	6653.50	68.59
17	UKR	Sergey Prolagayev	SP-91	N-791SP	1556.67	2344.64	2113.28	2155.44	6613.36	68.18
18	GBR	Alan Cassidy	MX2	N-540RH	1819.51	2037.20	2240.60	2322.05	6599.85	68.04
19	USA	Norm DeWitt	Edge 540T	N-540TW	1679.45	2374.18	2277.49	1786.10	6437.77	66.37
20	USA	Brian Dierks	Sukhoi SU-29	N-329SU	1886.15	2147.38	2285.43	1925.03	6357.84	65.54
21	SWE	Daniel Ryfa	Yak 55M	N-55XK	1823.51	2148.38	1917.76	2214.39	6280.53	64.75



CIVA 2008 Salzburg, Austria

22	GBR	Paul Tomlinson	Extra 230	N-694DH	1837.79	2239.33	2060.06	1960.64	6260.03	64.54
23	GER	Norbert Werle	Giles G-202	N-352S	1730.33	2154.06	2053.08	1898.65	6105.79	62.95
24	GBR	Nick Richards	Extra 300	N-325TJ	1495.41	2256.63	1923.76	1907.93	6088.32	62.77
25	JPN	Masahiro Utsumi	Extra 300L	N-277E	1614.62	1931.85	2078.78	1778.64	5789.27	59.68
26	HUN	Tamas Abranyi	Zlin 50	N-50ZA	1562.34	2084.35	1703.47	1905.59	5693.41	58.69
27	GBR	Ron Allan	Pitts S2B	N-161JH	1339.07	2101.16	1945.00	1637.68	5683.84	58.60
Ind		John Coffey	Yak 55M	N-55XK	1663.15	2218.62	1622.97	1789.97	5631.56	58.06
28	LUX	Gerrit Nijs	Extra 300L	N-25AP	941.85	2022.94	1572.26	1943.97	5539.17	57.10
29	ITA	Rudolfo Natale	Extra 300L	N-203EX	1423.92	1728.59	1878.34	1631.40	5238.33	54.00
30	CAN	Dave Barbet	Pitts S1	C-GOVA	1742.97	2101.40	1374.71	1533.07	5009.18	51.64
31	GBR	Cas Smith	Pitts S2B	N-161JH	1395.73	871.14	1726.40	1246.98	3844.52	39.63
32	ITA	Guido Mencarelli	Pitts S2B	N-161JH	1204.64	1892.73	1163.56	704.87	3761.16	38.77
33	RSA	Kevin Benecke	MX2	N-540RH	1745.43	2035.20			2035.20	65.65
34	CAN	Royden Heays	Yak 55M	C-GRED	1335.58	1377.56			1377.56	44.44

Scoring Director: Jennifer Haglund (USA).

Judges: Kimmo Virtanen (FIN), Quintin Hawthorne (RSA), Gabor Talabos (HUN), Giampaolo Selvatici (ITA), Greg Dungan (USA), Jan Maxen (DEN), Nick Buckenham (GBR).

Aerobatic Contest Results Organiser, Version 1.1 build 215-08

Calculations by FairPlay (non-scoring CJ) method

This report created at 18:15 on 14 August 2008



AWAC 2008 at KPDT, 3-9 August 2008

Team Results: Combined Free, Unknown-1 and Unknown-2

		A/c Type	A/c Reg'n	Free #1	Unk'n #1	Unk'n #2	Totals	O/all %
1	United States							
USA	Robert Holland	MX2	N-540RH	2441.56	2513.84	2426.04	7381.44	76.10
USA	Todd Whitmer	Edge 540T	N-540TW	2344.13	2228.32	2473.50	7045.95	72.64
USA	Hector Ramirez	Extra 300L	N-25AP	2376.66	2257.52	2405.14	7039.32	72.57
								21466.71
2	South Africa							
RSA	Nigel Hopkins	Extra 300	N-325TJ	2290.34	2082.18	2496.51	6869.03	70.81
RSA	Patrick Davidson	Extra 300L	N-203EX	2323.08	2269.90	2103.36	6696.34	69.03
RSA	Mark Hensman	MX2	N-540RH	2148.93	2220.45	2284.12	6653.50	68.59
								20218.87
3	Great Britain							
GBR	Julian Murfitt	Extra 230	N-694DH	2274.78	2203.41	2314.15	6792.34	70.02
GBR	Stephen Madle	Extra 230	N-694DH	2259.31	2208.83	2275.80	6743.94	69.53
GBR	Alan Cassidy	MX2	N-540RH	2037.20	2240.60	2322.05	6599.85	68.04
								20136.13
4	Canada							
CAN	Guido LePore	Pitts S1	C-GIPS	2224.17	2183.82	2353.12	6761.11	69.70
CAN	Jerzy Strzyz	Sukhoi SU-29	N-55SU	2208.73	2222.60	2307.82	6739.15	69.48
CAN	Dave Barbet	Pitts S1	C-GOVA	2101.40	1374.71	1533.07	5009.18	51.64
								18509.44

Contest Director: Bob Higbee (USA). Contest Chief Judge: John Gaillard (RSA). Scoring Director: Jennifer Haglund (USA).
Judges: John Gaillard (RSA), Kimmo Virtanen (FIN), Quintin Hawthorne (RSA), Gabor Talabos (HUN), Giampaolo Selvatici (ITA),
Greg Dungan (USA), Jan Maxen (DEN), Nick Buckenham (GBR).