
AGENDA ITEM 13.1. Report of the President of the International Jury

27th World Aerobatic Championships 2013
Denison, Texas, USA
October 9th – 20th 2013

LG Arvidsson



This beautiful picture taken by Laurie Zaleski does summarize WAC 2013 in a good way. It was something big and beautiful we all were looking forward to, but the adverse weather kept all aircraft on the ground as on the picture. On the seventh day we finally could finish Programme 1. We finally got a valid Championship and thanks to the organizer all were satisfied after a lot of other different activities.



The start list had 58 pilots from 17 different countries including 5 H/C pilots. After the start of Programme 1 the weather changed and first on the seventh day we could finish P1. At that time we had together with the Team Managers agreed for Programme 2 to raise the wind limit to 14 m/s without boundary judges but only for P2. This to be sure we could get a valid Championship in time.

Due the weather and the few numbers of pilots we could fly per hour we arranged a new meeting with the Team Managers. Together we agreed to fly minimum 50% of the pilots in Programme 3 and after that continue to fly as many pilots as possible. The plan was to skip Programme 4 and go directly to Programme 5, the four minute freestyle.

In the end we flew 50% of the pilots plus two in Programme 3, in total 28 pilots. In the final Programme 5, the four minute freestyle, 12 pilots flew.

For more detailed result look at www.civa-results.com



The three overall winners from WAC 2013, Mikhail Mamistov (RUS) silver, Francois Le Vot (FRA) Gold and Gerald Cooper (GBR) Bronze.

Conclusion

Due to adverse weather it was a close call that we could have a valid Championship, but weather is something you can't control.

Most of the time when we were able to fly we could only have approximately four pilots per hour. The flying school on the airfield had higher priority; if there wouldn't have been an active flying school we should have been able to fly up to 50% more flights.

The lunch served was not efficient enough for pilots competing in World Championships. The organisers solution to refund a smaller amount for dinner was not the best.

Recommendation

1. Be sure to find out other activities before a bid is accepted, the *Championship Guide* should give guidelines in this matter.
2. Meteorological data should be examined more accurately, demands on the organizer to present data for a longer time.
3. The level of Entry Fee is set by CIVA, during the years this level of fee has been able to pay up to 4 weeks ahead. A time frame should be set in the *Championship Guide* for the accepted Entry Fee together with refund options.

Chief Judge John Gaillard together with his Judging Teams had a tuff job. Cold winds forced the Judges to use blankets and other protective clothing. The pictures from the Judging Line looked like those from Northern Europe.

After the contest Mike Gallaway arranged the possibility to visit the Alliance Airshow in Fort Worth and meet legends and see great flying.

I would also like to thank my Jury Members Mike HEUER and Alan CASSIDY for a great cooperation. During WAC 2013 we in the Jury were faced with many difficult questions. Together we had the experience to provide the Organizer and Team Mangers with optimal solutions.

I would like to express my gratitude to have had the possibility to take part in WAC 2013.

LG Arvidsson
Jury President
WAC 2013

AGENDA ITEM 13.2. Report of the Contest Director

27th World Aerobatic Championships 2013
Denison, Texas, USA
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Chris Rudd



Bringing the 27th FAI World Aerobatic Championship 2013 to the USA was an honour and privilege for all those involved in its formation and presentation. The championship accomplished many goals, the most important being the crowning of a new world aerobatic champion. CIVA originally accepted the USA bid for a location in Jean, Nevada. When this original location in Nevada fell through, the International Aerobatic Club (IAC) Board of Directors was called upon to select another location. By this time at least two of the key personnel had been identified; Chris Rudd as Contest Director and Lorrie Penner as Assistant Contest Director. Both were experienced in International and US Nationals contests and willing to help plan the event in its new location at North Texas Regional Airport (NTRA), which was confirmed by the IAC Board of Directors in May 2012. The organizers formed a Key Volunteer group which met on a monthly basis via teleconference beginning in August of 2012. The group formed a Corporation which included paperwork of an application to the Internal Revenue Service and Bylaws and statement of purpose to be filed with the State of Texas in September 2012. The Organizer's Agreement between the World Aerobatic Championship 2013, Inc. (WAC2013, Inc.) and the FAI took shape in October 2012.

The Key Volunteer group consisted of 30 volunteers who were in charge of various assignments including working with the local Chamber of Commerce in Denison, Sherman and Pottsboro to organize events, vendor assignments, transportation, food, lodging and the Opening and Closing location planning. The organizers assigned a media coordinator to handle the the radio and TV coverage as well as some social media functions leading up to the championship. Three articles appeared in Sports Aerobatics Magazine prior to the championship and a follow up article will appear in the January 2014 issue. A Safety Director was appointed to the group and worked closely developing the Incident Response Plan and coordinated airport operations and response plan with the airport, Fire Department and local law enforcement.

Bulletin No. 1 was posted in mid December and Bulletin No. 2 followed in the first week of May. Both of them included all useful data for everyone participating in WAC2013. The organizers agreed to host a 10 judge line and began sending letters of invitation to various judges to assist with their travel arrangements throughout July and August 2013.

The airfield at the North Texas Regional airport has been the site of the U.S. National Championship since 1972. The site is well equipped with a good infrastructure, capability and capacity. Manpower provide by IAC volunteers was at the excellent level of participation. Two areas for public viewing

were large and suitable for spectacles. Hangar storage provided by local IAC members was able to take all airplanes so it was not necessary to tie-down the planes outside.

Registration of participants was prepared very carefully with all necessary facilities and staff in the office in the rear of the airplane hangar. Later on, all participants were able to use the office for registration as a center for information. There were always Registration personnel including Lynn Bowes, Kate DeBaun, Robbie Sturm and Kathleen Moore ready to help participants with any requirements.

Accommodation for the Contest Officials and volunteers were arranged at the Hampton Inn located in Denison, TX. Jury and Judge groups were located at the Comfort Inn in Sherman, TX. Pilots, teams members, team managers and observers were lodged in the luxurious Tanglewood Resort located within a short driving distance of the airfield. Participants were satisfied as hotel guests and relations were good. Hotels were at proper level providing WI-FI free of charge, as well.

Opening Ceremonies were very well prepared taking place at the airport with speeches of official representatives of local government and contest officials. The parade of Nations was led by the local Southeastern Oklahoma University marching band and everyone was entertained by local dance formation team, Dance Explosion with regional clogging dances and a specially choreographed Aresti dance. The ceremonies included a parachute jump with the FAI flag as At President of CIVA Lars-Göran Arvidsson declared the 27th FAI World Aerobatic Championship as opened. An airshow featured flybys by a C47, B17, B25 and P51 Mustang warbirds. The participants enjoyed a banquet with live country western music, complementary cowboy hats and a complimentary glass of cognac provided by the Sister City of Cognac France, which is Denison.

Official **web page** was renewed every day with new information and articles to describe the situation during the Event. It is still available: <http://wac2013.com>

For the WAC2013, there was a special group of people for gathering photos, videos and information. Primary photographer, Laurie Zaleski created beautiful photos and videos from the event moments in a slide show and a video review was provided by media coordinator, Jim Connors for the Closing Ceremonies. A photo album and videos continue to be housed on the WAC2013 website as well.

Meals for all participants and guests were served every morning in their hotel accommodations. Lunches were served daily in the briefing hangar at the airfield by a variety of local catering companies to all participants and volunteers.

Opening Briefing started as planned on October 9th. All participants were presented and the weather conditions were excellent. The names of contest officials were acknowledged and an overview of airport operations were presented.

All necessary procedures were described. Weather briefing, fueling procedures, starting procedures, overhead maps of the aerobatic box, overhead map showing the taxi procedure, radio communication procedures and overview of the daily schedule. The airport operations during the championship were in direct control of the Flight Operations Manager Tom Adams along with his

assistants, Steve Johnson and Gary Debaun. There was a professional Air Traffic controller daily in the tower room. His tasks were additional coordination and providing services for our potential departures or arrivals during the flying hours. The organizers elected to place a contest official in the tower to assist in keeping the tower personnel apprised of championship operations daily. Chief Judge and competing pilot in the air had **Safety frequency** assigned to them separate from airport frequency.

For ground communication, we rented professional VHF radios for use on the boundaries and strengthened their strength by using 2 repeaters. This equipment worked excellent. Each of the jury, judge and team managers were given a cell phone for their use during the duration of the championship in order to receive instant weather updates and text messages from the organizers about daily schedule changes or requests for jury and team manager meetings.

Official hours of the Contest Office were every day from 7:00 until 19:00, weather permitting, and with the exception of the final day of competition in which the flying of the 4 minute free style completed at 17:30.

Weather during the Championship beginning temperature reached a high of 35 degrees Celsius (95F). Shortly after the third day of competition a weather front came through the area which caused a delay to the championship of three days. Once the weather improved enough for flying the temperature remained cool at about 10 degrees Celsius (50F). This weather change was not normal for the month of October as all the local residents had advised us that up until this point the region had been in a drought. The judge group was not prepared for the cold weather and the organizers provided them with blankets to keep them warm while sitting at their judging stations during the cold early morning hours.

Wind direction and speed measurement were provided excellently by Doug Sowder, an experienced professional who also provided the same service at AWAC2008. He prepared meteorological information and weather forecast every morning.

The championship consisted of 58 contest pilots from 17 countries and five H/C; Patrick Paris, Jeff Boerboon, Mike Ciliberti, Emiliano Del Buono and Mark Nowoseilksi.

Awards: **Programme I**

Men:

3rd Place – Bronze: Michael Racy, United States

2nd Place – Silver: Francois Le Vot, France

1st Place – GOLD : Mikhail Mamistov, Russia

Women:

3rd Place – Bronze: Debby Rihn-Harvey, United States

2nd Place – Silver: Svetlana Kapanina, Russia

1st Place – GOLD: Aude Lemordant, France

Programme 2

Men:

- 3rd Place – Bronze: Francois Le Vot , France
2nd Place – Silver: Rob Holland, United States
1st Place – GOLD : Mikhail Mamistov, Russia

Women:

- 3rd Place – Bronze: Kathel Boulanger, France
2nd Place – Silver: Aude Lemordant, France
1st Place – GOLD : Svetlana Kapanina, Russia

Programme 3

Men:

- 3rd Place – Bronze: Gerald Cooper – Great Britian
2nd Place – Silver: Francois Le Vot – France
1st Place – GOLD : Francois Rallet - France

Women:

- 3rd Place – Bronze: Svetlana Capanina, Russia
2nd Place – Silver: Kathel Boulanger, France
1st Place – GOLD : Aude Lemordant, France

Programme 5

Men:

- 3rd Place – Bronze: Martin Sonka, Czech Republic
2nd Place – Silver: Gerald Cooper, Great Britian
1st Place – GOLD : Robert Holland, USA

Women:

- 3rd Place – Bronze: Debby Rihn-Harvey, USA
2nd Place – Silver: Melissa Pemberton, USA
1st Place – GOLD : Aude Lemordant, France

Women's Team Champions

- 3rd Place Women's Team: Dagmar Kress and Heike Sauls, Germany
Team Manager – Hein Sauls
2nd Place Women's Team: Debby Rihn-Harvey and Melissa Pemberton, USA
Team Manager – Michael Steveson
1st Place Women's Team: Aude Lemordant and Kathel Boulanger, France
Team Mgr – Jerome Houdier

Men's Team Champions

- 3rd Place Men's Team: Mikhail Mamistov, Oleg Shpolyanskiy, Anton Berkutov, Russia
Team Manager – Victor Smolin
2nd Place Men's Team: Robert Holland, Michael Racy, Nikolay Timofeev, USA
Team Manager – Michael Steveson
1st Place Men's Team: Francois La Vot, Olivier Masurel, Francois Rallet, France
Team Mgr – Jerome Houdier

Women's Aerobatic Champion

- 3rd Place – Bronze: Kathel Boulanger, France
2nd Place – Silver: Svetlana Capanina, Russia

1st Place – GOLD : Aude Lemordant, France

Overall World Aerobatic Champion

Presentation of diplomas

10th – Alexandre Leboulanger - France

9th Nicolas Ivanoff - France

8th Francois Rallet - France

7th Nikolay Timofeev – USA

6th Michael Racy – USA

5th Robert Holladn – USA

4th Olivier Masurel - France

Medal winners presentation:

3rd Place – Bronze: Gerald Cooper, Great Britain

2nd Place – Silver: Mihkail Mamistov, Russia

1st Place – World Champion! : Francois La Fot

The **Scoring Center** was handled entirely by contest veteran Carol Brinker, who did an excellent job.

International Jury:

President of International Jury Lars-Göran Arvidsson

International Jury Member Alan Cassidy

International Jury Member Mike Heuer

Board of Judges

Chief Judge: John Gaillard (RSA), assisted by Brian Howard (USA) and Irma Janciukiene (LIT)

Judges: Guy Auger (FRA), Mikhail Bexdenezhnyh (RUS), Francis Itier (FRA), Violetta Germineite (LTU), Laszlo Liskay (RSF), Nick Buckenham (GBR), Michael Gallaway (USA), Vladimir Kotelnikov (RUS), Kimmo Virtanen (FIN), Lyudmyla Zelenina (UKR).

Judges Assistants: Vladimir Razhin, Jen Buckenham, Gilles Guillemard, Luke Lambard, Eltonas Meleckis, Bernard Courtois, N. Kotelnikova, Quintin Hawthorne, Hanna Raiha, S. Kryvoruvhko.

Richard Hamilton was the Chairman of **Technical Commission** and solved any problems promptly. He was supported by Gary Debaun for mechanical issues that arose on a couple of competitor's aircraft.

Joe Brinker and Ben Freelove, flew as **warm-up pilots** daily. Because of the shorten opportunity to fly due to the weather, by the end of the competition the H/C's were cut from the competition so Jeff Boerboon and Mike Ciliberti shared the warm up duties. They all did a perfect job.

The Awards and Closing Ceremony was held at The Palazzo Conference Center with presence of national teams, judges, international jury and organisers, family and friends. Official closing was organized by event coordinator, Ellyn Robinson. City and airport officials in attendance, Helen Johnson Chamber of Commerce Liaison, Mike Shahan NTRA Airport Manager and Mayor Pro Tem of Denison, David Spindle. The evening began with a live entertainment provided by local jazz musician,



a delicious dinner was served by local caterer Chef Roberts and ended with the awards ceremony to recognize all the award winners.

To serve as a Contest Director of this championship was an honour for me and I am proud of the results that were produced. The organizers are grateful to all who helped bring the event to a safe and successful closure. Thanks to the Bureau of CIVA for entrusting the championship to the United States as host to the event.

Chris Rudd
Contest Director
27th FAI World Aerobatic Championship Denison, Texas USA

AGENDA ITEM 13.3. Report of the Chief Judge

27th World Aerobatic Championships 2013
Denison, Texas, USA
October 9th – 20th 2013

John Gaillard



General Comment and Summary

It was fortunate despite the adverse weather conditions, that the contest was completed albeit in an abbreviated form, with no chance to fly a complete Programme 3 for all competitors (50% cut & no H/C) and obviously no programme 4 at all. The general experience of meeting old friends and enjoying their company made up to a certain extent for the general dismay at the unexpected weather. In general the judges were all prepared for hot weather and this was how the contest opened, but following the days of rain the weather changed completely, with really low temperatures and an icy wind, I have never been so cold on a judging line. The IAC volunteers were really appreciated and did their utmost to make sure the judges were kept as comfortable as possible in difficult circumstances, blankets were issued and everyone was wrapped in these with layers of clothing underneath. This weather according to the locals was completely abnormal and could not have been anticipated, however the same cannot be said for the wind, apparently it is quite normal for high winds to be experienced at this time of year, was this factored in when the site was selected?

Also it has to be said that the wisdom of holding a WAC at an airfield with a busy flight school and an active ATC has to be queried, from the outset regardless of the weather conditions the contest simply could not proceed at a pace normally associated with an aerobatic championships. An average of about four flights per hour instead of the normal six per hour was achieved, this factor alone would account for Programme 3 not being completed in its entirety even with the adverse conditions.

The fact that competitors had to be under the control of ATC both before launching and after their competition flight in order to get landing permission also was an added complication, which in itself led to complications with ATC threatening to close the competition down at one stage.

CIVA should perhaps take into consideration with all future bids for championships whether the proposed venue will give priority to championship traffic and that normal CIVA practice for take-off and landing can be in place.

From the judge's point of view working at a contest is always going to be hard work with long hours and sometimes adverse weather, so it is always nice to be acknowledged and to go away from a contest with a small souvenir of the event, this is normal CIVA practice. However on this occasion other than being asked to stand up for a round of applause at the closing ceremony nothing was forthcoming, this in my view was a serious omission by the organisers. However this omission could well be down to the apparent serious financial state the contest found itself and the question of

sponsors, whilst this is beyond the scope of this report the situation with regards to instructions from the FAI, which apparently excluded a sponsor prepared to part with cash should be further pursued in a different forum.

Judge Selection

The Judges had been selected by the Judging Sub-Committee and verified by the CIVA Bureau, the final judging line was as follows:

Auger Guy	-	France
Bezdenzhnyh	-	Russia
Buckenham Nick	-	Great Britain
Gallaway Michael	-	USA
Gedminaite Violeta	-	Lithuania
Itier Francis	-	France
Kotelnikov	-	Russia
Liszkay Laszlo	-	RSA
Virtanen Kimmo	-	Finland
Zelenina Lyudmyla	-	Ukraine

Chief Judges Assistants

My two assistants were Brian Howard of the USA and Irma Jancuikene of Lithuania, both who I have worked with before. Between these two I had a perfect blend to facilitate communications on the judging line as well as with the organisers, both carried out their duties with complete efficiency and were a pleasure to work with, I extend my thanks to both of them.



WAC Judges about to leave the Hotel

Judging Positions & Facilities

The judges positions were well located, the Eastern position being on tarmac and close to the local air terminal, the Western position had been specially prepared for the competition, an exercise which has involved cutting down trees and filling in a creek, whilst the position was at the same elevation as the airfield a road with an embankment lay between the judges and the airfield so that only the distant water tower was visible, however this proved to be no problem and the embankment proved to be a useful tool to gauge the low lines. The western position due to its more protected position from the wind due to both the road embankment and trees was the preferred position and was used as early as possible around 13:00.



Western Judging position

Judging Volunteers

The organisers had allocated various volunteers to assist on the judging line and to provide transportation, this was done with great efficiency and their efforts were much appreciated.

Judges Briefing

As the electronic judge's test had been utilised this year, there was no need for any review with regards to currency. Emphasis was placed on the arrival of positioning grades and the need to be totally open minded at any judge's conferences, rather than just defending an original score in order to defend RI, this message seemed to have got home in the contest itself.

Lunch was taken on the judging line on the flying days in order to save precious time; lunches were well catered, as well as snacks and drinks.

Starting Procedure

Due to the circumstances at the airport where there was an active and busy flying school as well as local traffic and an ATC the normal CIVA procedures were modified. Two starters were involved the 1st getting pilots into their aircraft and started, whereupon they were released to a 2nd starter adjacent to the designated take off area. Because of non-contest air traffic the starters liaised with ATC and only released a competitor when the airspace was clear of other traffic. ATC whilst cooperative had no instructions to give preference to contest flights, although they did hold incoming traffic whilst the box was active.

Once clear of the box at the end of a competitor's sequence, they were required to change to the airfield ATC frequency to get landing instructions. This is a change to normal CIVA procedure and proved problematical on at least one occasion, the Contest Director visited me on the judging line and informed me that he had disqualified a competitor for not complying with ATC instructions, as this whole procedure only came into play after competitors left the box I really had no input to give on the subject. I thought it was only the Chief Judge with the International Juries concurrence who could disqualify on grounds of air safety, but then again we have never really been in the position to my knowledge where ATC was involved in this manner before. The problem is very clear to understand the pilot involved does not speak English and I can only manage the confusion that must have had receiving instructions from ATC especially if it was something other "than cleared to land".

What is very clear is that the situation of having a contest at an ATC controlled airport, with an active flying school present is just not acceptable, not only is it almost inevitably going to lead to the kind of incident described above, but it also slows down the contest to an unacceptable level, due to traffic restrictions the best rate that should be handled was four competitors per hour, whilst we would be expecting at least six in normal circumstances. CIVA should perhaps in future factor in the question of ATC and non-contest traffic when considering bids for aerobatic competitions.

Programme 1 – The Known Compulsory

From the outset two problems arose, the first being the wind limits which caused delays and secondly the fact that the airport was commercially active with both local traffic and a busy flight school, which had the effect of slowing down flights to about four per hour, when the wind was within limits.

With about a third of the field flown the weather then closed in with heavy rain & low cloud causing all flying to stop for a period of four days and there was much anxiety as to whether the contest would ever be completed. When the forecast finally showed some improvement, it also indicated that winds were likely to remain out of limits. The Contest Director had already called a series of meetings, where various proposals were made to increase the wind limits and do away with boundary judging.

It was finally agreed that programme 1 would have to remain within the CIVA Regulations as about a third of the field had already flown and there could be no satisfactory way to address this problem if the Regulations were modified, however for Programme 2 it was agreed that the wind limit would be increased to 14m per second and that boundary judges would not be used, all this to try and ensure that a valid contest with at least two programmes be flown.

Finally a forecast was received that would give sufficient cloud base to continue, although the weather had changed completely from the first two days where some flying was possible it had been warm and humid, now we had very low temperatures and a stiff wind, the judges were in position just as the sun arose and the conditions were almost unbearably cold, the organisers quickly arranged and distributed blankets, which was much appreciated by the judges.

In order to get as much flying time as possible, the judges were transported directly from their accommodation to the judging line being in place as the sun arose. A single warm up pilots was used

who also flew the lines around the performance zone including both low lines. With a few delays due to low clouds the programme was completed in the late afternoon on the second day of recommencement. The judges were held in position on the western side awaiting the commencement of Programme 2; however I was informed by the Contest Director that there was precipitation on the eastern side of the airfield and that he had called flying off for the day. I informed him that from the western side the weather seemed fine and the light shower seemed to have been isolated and had passed, so the judges would remain in position, however the response was that the aircraft had been put away and the pilots told to stand down, so in effect flying was curtailed for the day. All this was very frustrating given the situation that the contest was seriously behind schedule and in CIVA Regulations it is only the Chief Judge with the concurrence of the International Jury who can curtail flying due to weather. On returning to the briefing hanger most of the pilots and all the Jury were busy with the process of drawing figures for the unknown programme, the weather was by that time perfect for flying with no sign of precipitation and low winds, I expressed my view on this quite strongly to both the Contest Director and International Jury.

Programme 3 – The Free

As mentioned previously this programme was flown with a higher wind limit of 14m per second and no line judges. Every effort was made to save as much time as possible, when it became necessary to change the judge's position from east to west at about 13:00, the volunteers moved the equipment promptly and the judges were transported directly to the western side, with lunch being served on the judging line. With this procedure in place the delay was reduced to about an hour; however it did make for long hours on the line for the judges, in effect from about 08:00 to 18:45 with the last flight launched at around 18:30 the programme was completed within two days.

Programme 3 – The Free Unknown

As there was no chance of completing the programme with a full complement of pilots, the International Jury had authorised a reduction of approximately 50% of the field, with 28 pilots being flown. Both normal wind limits and line judges were in place for this programme. The contest was due to end on Saturday 19th with the flying of the final freestyle programme, flying finally commenced at around 10:00 on the Friday following some low clouds in the box, a full days flying was then completed with some intermittent weather delays and constant air traffic delays, the programme was not therefore completed.

On Saturday morning the weather had improved considerably and the remaining pilots were completed in the programme at approximately 12:30 the organisers then had the task of issuing paperwork and presumably selecting the pilots to fly the final freestyle programme only after the final results of programme 3 were in place.

The Final Freestyle Programme

Immediately that programme 3 had been completed, I organised that the judges be transferred to the western position, this was not only to prevent the judges looking into the sun, but also to get away from the Breitling VIP Guest Area, where a commentator with a public address system was in place,

making every pilot known both to the public and also to the judges had we remained on the eastern side judging position.

This probably created an almost unique situation for the judges, as an additional pilot had been added to the final freestyle and the pilots selected on the basis of the overall contest results, which had not been made public due to the time restraints, when the first aircraft was launched it probably was a situation where all the judges hadn't a clue who was flying, so preconceived ideas of who could be specialists in freestyle flying were virtually eliminated, also we had that a MXS aircraft shared by three pilots, three separate Edge 540s & three Cap 232s, judges were genuinely scoring on the merits of each flight.

The results were remarkably consistent eight judges placed the winner correctly, five on the second position and three who had predicted the first three places in the correct order. Judges were clearly giving firm and definite opinions on the flights, looking at the first three places the percentages show clear views on the placements with Rob Holland at 89.34%, Gerald Cooper at 82.98% and Martin Sonka at 78.07% all separated by clear margins over 6% for 1st place and nearly 4% between 2nd and 3rd.

Line Judges

Line Judges were in place for programmes 1 & 3, the quality of the line judging was absolutely excellent and I had 100% confidence in their work, line calls were generally made at a point as anticipated at the Chief Judge's workstation and all but two were confirmed by two line judges.

Of course this contest was almost unique in so far as programme 2 had waived the use of line judges, whilst they were in place for the other two programmes; however it did start the process of thinking what might have happened if all programmes would be subject to line judging or alternatively no line judges at all.

An exercise has been done removing all the out penalties given at the contest, just to see what effect this might have had, the results are interesting, it certainly would have changed the result with regards to the overall World Champion and would have also changed many of the minor placings, those shown in Green would have benefitted, those in Red adversely benefitted and those marked yellow were unchanged.

It certainly answers the question as to whether line judges are effective or have an influence on the results, it certainly does. What is also clear is that the French Team seems to have mastered box flying more than most as is reflected in the results.

Rank	Pilot	Total	%	Box Pens	Total No Pens	Revised Rank
1	Le Vot	10 637.52	77.48	0	10 637.52	2
2	Mamistov	10 545.89	76.81	120	10 665.89	1
3	Cooper	10 474.16	76.29	90	10 564.16	3
4	Masurel	10 417.13	75.87	0	10 417.13	5
5	Holland	10 346.44	75.36	0	10 346.44	7
6	Racy	10 332.11	75.25	150	10 482.11	4
7	Timofeev	10 293.35	74.97	30	10 323.35	8
8	Rallet	10 268.71	74.79	30	10 298.71	10
9	Ivanoff	10 218.36	74.42	30	10 248.36	13
10	Leboulanger	10 207.46	74.34	60	10 267.46	12
11	Thomas	10 197.96	74.28	180	10 377.96	6
12	Lemordant	10 177.22	74.12	120	10 297.22	11
13	Shpolyansky	10 172.71	74.09	150	10 322.71	9
14	Kopfstein	10 142.64	73.87	30	10 172.64	16
15	Vignes	10 132.74	73.80	0	10 132.74	17
16	Sonka	10 130.11	73.78	60	10 190.11	15
17	Kapanina	10 019.16	72.97	180	10 199.16	14
18	Boulanger	9 913.01	72.20	60	9 973.01	19
19	Berkutov	9 907.24	72.16	210	10 117.24	18
20	Ramirez	9 741.74	70.95	90	9 831.74	20
21	Varloteaux	9 718.55	70.78	0	9 718.55	23
22	Krotov	9 661.37	70.37	90	9 751.37	21
23	Hunter	9 623.44	70.09	90	9 713.44	24
24	Brageot	9 618.38	70.05	120	9 738.38	22
25	Kielak	9 523.93	69.37	150	9 673.93	25
26	Pemberton	9 462.63	68.92	150	9 612.63	26
27	Hopkins	9 400.52	68.47	90	9 490.52	27
28	Martin	9 277.03	67.57	60	9 337.03	28

International Judges Corps

Whilst a great effort has been made over the past few years to attempt to get judges to act independently from their home Aero Clubs, which has included housing judges separately from pilots, encouraging judges not to wear National Colours etc. comments are still received about national bias. This is not helped by photographs being distributed showing judges included in Team photographs.

However such comments on bias are difficult to dismiss when one studies the judging analysis, as Chief Judge I would expect those judges using the full range of scores to have high and low sequence anomalies almost balancing each other out, because they are using the full range sometimes they might be high and other times low. For the best rated judge in terms of RI this proved to be exactly the case with Laszlo Liszkay of the RSA having 7 low scores & 6 high scores replaced by fitted values by FPS. However a rather disturbing trend seems to have developed, the following judges have had high scores replaced for competitors from their own Aero Clubs, with no corresponding lows,

Kotelnikov	-	3	-	Russia
Bezdenzhnyh	-	7	-	Russia
Itier	-	4	-	France
Auger	-	4	-	France
Gallaway	-	6	-	USA

Given that the above judges correspond to the top placing nations we should perhaps be paying some attention. There could be a variety of reasons for the above situation, most judges are very active within their own Aero Clubs and as such will attend perhaps multiple contests and maybe get used to a style of flying or perhaps be involved with the pilot training, I am not in any way challenging the integrity of the judges involved. According to some experts on the scoring system such behaviour might be opening up the range that is acceptable within FPS for high scores. I know that an FPS evaluation group has been formed to review the effectiveness of the current system, I am sure that they will be taking these matters into consideration in their monitoring process.

Judging Performance

Attached are the judge performance statistics for all flights judged at the contest, they are self-explanatory. In general I believe the standard of judging was high, given the conditions that prevailed at this contest it is almost inevitable that on occasions an HZ will be missed or given in error, on all these occasions a video conference took place with the matters being resolved easily. One exception was in Programme 1 where a minority of judges had given an HZ for a line at the bottom of a humpty, the video showed this quite clearly and I called for a vote, to their credit a number of judges who had previously scored the figure agreed that an HZ was appropriate despite knowing the adverse effect on their RI and the HZ carried without any intervention from the Chief Judge.

Although we put great emphasis on the RI it is not the only factor to be considered, some judges with an inferior RI we know to be highly knowledgeable on all aspects of judging. RI is a mathematic calculation using a formula that the originators of the system thought appropriate at that time. At this contest we have seen good RI from judges who have also shown bias (intentional or otherwise) to their own countrymen, currently such behaviour is not factored into the RI calculation, it is up to the FPS Evaluation Group to draw conclusions and make recommendations on this matter.

I was happy with the standard of judging and all the hard work put in by the judges and their assistants, there were no massive differences in RI with 80% of the judges falling within a range of 6 (12.11 to 18.14) which is not significant.

Analysis of Judges Combined Anomalies
Sequences: Programme 1: Known Compulsory (UNP), Programme 2: Free Programme (UNP), Programme 3: Free Unknown #1 (UNP),
4-minute Freestyle Sequence

27th WAC 2013
North Texas Regional/Perrin KGYI
October 9 - 20, 2013

All Judges		RSA		RUS		RUS		FRA		LTU		FRA		FIN		UKR		USA		GBR	
No	%	Laszlo	Liszlay	Vladimir	Kotelnikov	Mikhail	Bezdenezhnyh	Francis	Ilter	Violeta	Gedminaitis	Guy	Auger	Kimmo	Virtanen	Lyudmyla	Zelenina	Michael	Galloway	Nick	Buckingham
		RI 9.09 [4]		RI 10.99 [4]	RI 12.11 [4]	RI 13.37 [4]	RI 14.51 [4]	RI 14.76 [4]	RI 16.10 [4]	RI 16.23 [4]	RI 16.81 [4]										
HZ - Hard Zeros	64 0.4	6 0.4	6 0.4	6 0.4	6 0.4	6 0.4	6 0.4	6 0.4	6 0.4	6 0.4	6 0.4	9 0.6	4 0.3	8 0.5	8 0.5	8 0.5	8 0.5	8 0.5	8 0.5	5 0.3	5 0.3
PZ - Perception Zeros	121 0.8	20 1.3	2 0.1	7 0.4	16 1.0	347 21.8	224 14.0	255 16.0	375 23.5	196 12.3	420 26.3	581 35.2	1011 63.4								
Marks from 0.0 to 6.5	3089 19.4	235 14.7	162 10.2	314 19.7	1226 76.9	1358 85.1	1321 82.8	1202 75.4	1386 86.9	1141 71.5	1011 63.4										
Marks from 7.0 to 10.0	12671 79.4	1333 83.6	1425 89.3	1268 79.5	1226 76.9	1358 85.1	1321 82.8	1202 75.4	1386 86.9	1141 71.5	1011 63.4										
AV - averages	5 0.0	1 0.1	0 0.0	0 0.0	0 0.0	0 0.0	0 0.0	0 0.0	0 0.0	0 0.0	0 0.0	4 0.3	0 0.0	0 0.0	0 0.0	0 0.0	0 0.0	0 0.0	0 0.0	0 0.0	0 0.0
Total marks	15950	1595 146	1595 146	1595 146	1595 146	1595 146	1595 146	1595 146	1595 146	1595 146	1595 146	1595 146	1595 146	1595 146	1595 146	1595 146	1595 146	1595 146	1595 146	1595 146	1595 146

Note that this CIVA Analysis sheet provides cumulative marks data from only the second EPS pass from which the lower scoring Pilots are excluded, whereas the individual Judges Analysis sheets comprise data from all Pilots and may therefore provide slightly higher totals.

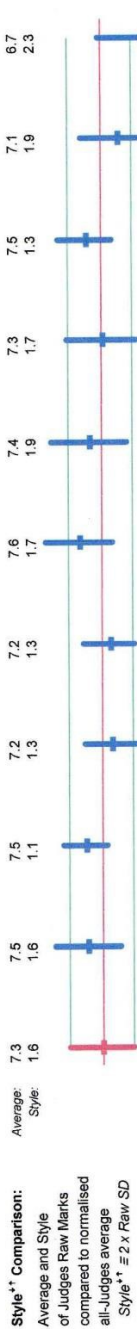


Figure anomalies

HZ to fitted value	7 0.0	-	-	-	1	1	2	-	-	1	1	1	1	1	1	1	1	1	1	1	1
Mark to confirmed HZ	12 0.1	1	1	1	2	2	2	-	3	-	-	-	-	-	-	-	-	-	-	-	-
PZ to confirmed HZ	1 0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PZ to fitted value	97 0.6	18	2	6	13	7	7	8	11	3	17	12	12	12	12	12	12	12	12	12	12
AV to confirmed HZ	0 0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AV to fitted value	5 0.0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Lo to fitted value	128 0.8	5	11	15	8	16	16	17	15	14	10	17	17	17	17	17	17	17	17	17	17
Hi to fitted value	76 0.5	8	7	3	10	5	5	8	9	11	6	9	9	9	9	9	9	9	9	9	9
The 60% Rule	50 0.3	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Total figure anomalies	376	38	26	30	39	36	36	40	43	34	43	47	47	47	47	47	47	47	47	47	47

..... Sequence Anomalies are on page 2

... continued from previous page

Sequence anomalies		RSA	RUS	RUS	RUS	FRA	LTU	FRA	UKR	FIN	UKR	USA	GBR
AUS	Australia	-	-	1 Lo	-	-	-	2 Hi	1 Lo	-	-	3 Lo	-
AUT	Austria	5 Lo 4 Hi	-	-	-	-	-	-	-	-	-	-	-
CAN	Canada	1 Lo 0 Hi	-	-	-	-	-	-	1 Lo	-	-	-	-
CZE	Czech Republic	2 Lo 4 Hi	-	-	1 Hi	-	1 Hi	-	1 Lo	-	-	-	1 Lo
FRA	France	4 Lo 2 Hi	1 Lo	-	-	1 Lo	-	1 Hi	-	1 Hi	-	-	-
GBR	Great Britain (UK)	8 Lo 16 Hi	1 Lo 1 Hi	-	1 Lo	-	3 Lo 2 Hi	-	1 Lo	1 Hi	-	1 Lo	1 Lo 2 Hi
GER	Germany	3 Lo 3 Hi	-	1 Hi	1 Lo	-	-	-	-	1 Lo	-	1 Lo	-
JPN	Japan	2 Lo 2 Hi	-	-	-	-	-	-	-	1 Lo	-	-	1 Hi
POL	Poland	0 Lo 2 Hi	-	-	-	-	-	-	-	-	-	-	-
RSA	South Africa	1 Lo 2 Hi	-	1 Hi	-	-	1 Lo	-	-	-	-	-	1 Hi
RUS	Russian Federation	1 Lo 2 Hi	-	-	-	-	-	-	-	-	-	1 Lo	-
SLO	Slovenia	8 Lo 15 Hi	1 Lo 1 Hi	-	-	-	-	2 Hi	-	-	-	-	-
UKR	Ukraine	1 Lo 1 Hi	-	1 Hi	-	-	-	1 Hi	-	4 Lo	-	1 Hi	1 Lo 1 Hi
USA	United States	0 Lo 1 Hi	-	-	-	-	-	-	-	-	-	1 Lo	-
No Team		8 Lo 11 Hi	3 Lo 1 Hi	1 Lo	-	-	1 Lo	-	-	-	-	-	-
Total sequence anomalies		5 Lo 3 Hi	-	1 Hi	-	-	1 Lo	-	-	-	-	-	3 Lo 1 Hi
		49 Lo 68 Hi	7 Lo 6 Hi	2 Lo 4 Hi	2 Lo 9 Hi	2 Lo 6 Hi	7 Lo 8 Hi	3 Lo 8 Hi	6 Lo 6 Hi	7 Lo 5 Hi	6 Lo 6 Hi	7 Lo 7 Hi	6 Lo 9 Hi

Calculations by: FairPlay (non-scoring CJ + CHZ Summary)
Aerobatic Contest Results Organiser, Version 3.2 Build 23-10-13
This report created at 08:39 on Friday 1 November 2013

