

AGENDA ITEM 12.2

REPORT OF THE CONTEST DIRECTOR

7th European Advanced Aerobatic Championships
Dubnica nad Váhom, Slovak Republic

12-21 July 2011

Pavol Kavka



CIVA always was and is very capable and live commission, able to react for all changes, accept new ideas and deal with new project. That is why after all suggestions of CIVA Delegates we have so many competitions. From time to time there is no one to show the ability to realize so significant event. Some proposals were missing for the year 2011. In the effort to keep continuity in organising Championship and proceed in regular order the initiative to organise EAAC had came from Slovakia.

Even though we had started in half of January and only one **bulletin** was enough. It was published in advance contained all useful data informed every participant on EAAC. Some difficulties started as normally in the beginning. How many participants will come, so how many beds, rooms, meals? Frequent correspondence filled the mail boxes and files. Hot mobile phones. The longest discussion was on payment of part of the trip of Judges and the numbers of Judges with their Assistants for Competition. Also in the Visas issue process for the members of Team of Ukraine contained more difficulties because of different data of the Event and time required for flights.

Marking for **arrivals** on the roads was perfect, lot of signs showed all the direction for the participants and the spectators as well, posters in the village and the nearest cities showed the way and led them to the airfield. The access to the airfield was simple and there were sufficient places for parking.

The grass **airfield** Dubnica is well known place in aviation mainly as a successful Organiser of FAI Championships like Precision Flying, Rally, Gliders Cross-country and Para Buggy. The site is well equipped with a good infrastructure, capability and capacity. Manpower is at the excellent level.

Area for public was large and suitable for spectacles. Both of hangars are maybe not able to take so huge number of airplanes so some of them were anchored outside.

Registration of participants was prepared very carefully with all necessary facilities and staff. Later on that room for registration had served as an Info Point, the centre of all information. There was always presented Vladimir Machula, originally Czech aerobatic pilot

worked for all of us and Jury as well. Vlád'a was practically everywhere. The second very important and useful person was my assistant Jiří Dodal. Jiří is Secretary General of Aeroclub of Czech Republic for many years very good reputation in organising and supervising contest mainly in Precision Flying.

Accommodation for the Contest Officials and Pilots was arranged in Trenčianské Teplice a very pleasant spa town. All pilots and Judges were satisfied as hotel guests and relations were so good that the personal from hotel came to the airfield to watch them during the contest.

Official **web page** was renewed every day with new information to describe the situation. It is still available: <http://www.eaac2011.sk>

Opening Ceremony was well prepared at the airfield. All officials of local government were presented.

Official **web page** was renewed every day with new information and articles to describe the situation during the Event. For the EGAC2011 there was a special group of people for gathering photos videos and information. Photographer with his assistants created beautiful videos from the event moments.

Meals were served in two Restaurants during every day. One of them was used for Briefings, lunch and dinner for The Board of Judges, Jury and Organisers as well. The second one was for participants together with public. No complains about meals and drinks were received. Responsibility for meals and accommodation laid on Patrik Slosiar. He did great job.

Opening Briefing had started all participants but they were not able to fly immediately due to weather conditions. I had described all necessary procedures. Ground procedures were as follows: to follow the number what was the flight order on the tower balcony, than be ready to start up and taxi in proper time by order of runner. He was dressed in well-marked jacket with list of order and radio in his hands. Pilot has next to taxi to the holding point of active runway, position of Flagman. After his order (well described and physically showed with flags during the briefing) enter the runway and take off. It was so easy and clear that there were neither problem nor misunderstanding. Procedures for flying were very simple and acceptable for all pilots. Traffic frequency let us to defence the airfield against the random or uninformed flights. There was a professional Air Traffic Controller in the tower room. His tasks were additional coordination and providing services for our potential departures or arrivals during the flying hours.

For the Event there was a special frequency determined by Civil Aviation Authority of Slovak Republic for Aeroclub Dubnica. Aeroclub Dubnica on behalf of Slovak National Aeroclub had requested that frequency in advance, because of awaiting a long-winded process. So Chief Judge and competing pilot in the air had **Safety frequency** only for them. I have to mention that special frequency was few times interfered with other correspondence. Later on professional ATCO in the tower had recognised that handling company in Praha and Krakow used this frequency for their job. I had reported all established fact to CAA SR, as it



was in accordance with permission to use assigned frequency. Than that interference had stopped.

Ground communication was based on using of walky-talky radios. Everything worked excellent maybe from one of the Judges position which was used only two or three times the communication was very poor.

Official hours of the Contest Office were every day from 7:30 until 20:00 or 20 minutes after landing of the last competition flight in that day depending what was later.

Weather during the Championship was typical for summer season sometimes with low clouds, changes of the wind direction and so on. Finally pilots completed all four programmes with mandatory cutting of the number at the end. Wind direction and speed measurement was excellently provided by David Kaftan and his wife Alena. They are professionals and measure the wind very often for balloon contests as well.

Performance zone marking was good except to one change of Box ending T (one arm of the T was deformed by strong wind).

Together there were presented 56 contest **pilots**. 57th pilot was not eligible to participate due to entry fee payment.

Winners mainly from France let French anthem resonate during the Awarding Ceremony many times. Systematic and tireless hard work in aviation in France not only in aerobatic under leadership of Coco Bessière brings its fruits yearly. It is really well organised preparation. The Russian pilots were on third and fourth places so the perfect work after Viktor Smolin is also very visible.

1. Simon Fick
2. Baptiste Vignes
3. Simon de la Breteche

The **Scoring Centre** was leading by Jurgen Leukefeld assisted by Silvia. As usually in calm and perfect job.

International Jury:

President of International Jury	Lars-Göran ARVIDSSON
International Jury Member	Carole HOLYK
International Jury Member	Bob CHOMONO

That was an excellent cooperation.

Board of Judges

GBR Nick Buckenham Chief Judge
Judges
FRA Guy Auger



POL Maciej Bialek
FRA Bernard Courtois
LTU Violeta Gedminaite
SUI Philippe Kuecher
RUS Vladimir Razhin
LTU Algis Orlickas
HUN Gabor Talabos, Sr
FIN Kimmo Virtanen
UKR Lyudmyla Zelenina

Very hard job for chief Judge to lead the Board of Judges not only from aerobatic point of view, but also all other things connected. Nick Buckenham and judges did perfect job from the beginning seminar until the last flight.

Igor Rumanovský was the Chairman of **Technical Commission** and solved raising problems promptly. Radim Bagár from Czech Republic flew as a **warm-up** pilot every day.

Organizers together with helpers, about 30 people did their best.

Radoslav Papšo as Secretary Assistant was the main administrative person and everything was leading to him. He was the decision maker also assisted by Robert SLOSIAR Airport Manager one of the initiator of the idea to Organise the Event. Robert was managing support of sponsors. Every day organisers started with the meeting and plan for new day and finished in the dark with assessing of the past. That was organized by Stefan Pohanka, Contest Director Assistant and local Chairman of Aeroclub.

Awarding and Closing Ceremony was at the airfield with presence of **Ján Figeľ**, Deputy Prime Minister and Minister of Transport, Construction and Regional Development. He had short speech also in English language and as a bonus congratulated especially French Team in French language. There was beautiful air show and great farewell party with closing fireworks at the end.

To serve as a Contest Director was a pleasure for me and I am proud of the contest and the results that we produced. Thank all unnamed who helped me to bring that Event to a successful close. Thank Bureau of CIVA for trust.

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Dubnica nad Váhom
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