

AGENDA ITEM 9.1

REPORT OF THE PRESIDENT OF THE INTERNATIONAL JURY

6th EUROPEAN ADVANCED AEROBATIC CHAMPIONSHIP

**Radom, Poland
6 -16 August 2009**

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Aero Club of Radom (Aeroklub Radomski) already successfully hosted Polish and International Championships and during last 3 years, World Advanced and European Glider Aerobatic Championships. Exceptional enthusiasm and organizing activity are giving to the Aero Club members ability and experiences which backup successful organization of contests. Moreover the airfield Radom – Piastów (EPRP) offers very good structure for conduct of such events. For example, high quality of judging facilities reflect the organizer's competence.

6th European Advanced Aerobatic Championship was prepared under leadership of Stanisław Szczepanowski, Aeroklub Radomski Director General and Contest Direction was handled by Stano Bajzik.

The competition was attended by 47 competitors from 17 countries (Austria, Belarus, Belgium, Czech, Finland, France, Germany, Hungary, Italy, Lithuania, Poland, Portugal, Romania, Russia, Slovakia, Sweden and United Kingdom). Georgian pilot Mr. Gegenava arrived late – after Q, free and first unknown programmes were been completed – so his competition flights were not allowed.

The International Jury was comprised of Helga Bohlig (GER), Matti Mecklin (FIN) and myself, Jiri Koblíček (CZE). I was acting as the President. Both my colleagues have much experience in competition matters and CIVA rules knowledge. I would like to thank them for their efforts and responsible access to their duties. Mike Heuer's continuous care and his advices were very helpful also.

Scoring office was managed by Jürgen Leukefeld assisted by Silvia Thole. After 1st Unknown Programme, Silvia needed urgent medical help and she with Jürgen were transferred by Organizer back home. During Free Unknown, the scoring sheets were scanned and sent to Jürgen's computer in Germany. It worked well with relatively short delay only, but Judging Performance Analysis were not available in time.

All 4 programmes were flown thanks to good organisation and smooth running of the competition flights. Aircraft dispatch was handled efficiently by Contest Director's staff cooperating closely with Chief Judge (rate of 7 competitors per 1 hour). According to forecast, the bad weather came on Tuesday (August 11) and Wednesday and Thursday were not flying days as well. During Friday (August 14) Free Unknown (4 different sequences) was flown by 36 competitors – after mandatory 25% cut. No protests were submitted.

Jury asked Organizers and Technical Commission for checking the aircraft type Extra 330LC (reg. SP-AUP and OK-ELC) for not overcoming allowed horsepower. Maximum RPM were checked during ground run-up by the stroboscope type Digital Multimeter – Johanes Graupner. Value measured was 2580 RPM in both cases. Propeller governors were sealed so allowed RPM were not exceeded. Technical Commission statement confirmed the above data was technically assured during all the competition flights. After Final Ceremony, Technical Commission also checked through run-up test manifold pressure of engine of Yak 55 aircraft reg. N55XZ of Daniel Ryfa, overall winner. According to Daniel Ryfa statement and Technical Commission finding, the engine was standard Vedenyev M-14P engine not exceeding 360hp.

I would like to appreciate organizer's effort to make excellent championship and to arrange nice ceremonies and other social events. Also I would like to thank all the pilots for their safe flying and the Chief Judge and his team for their dedication and correctness. And I would like to congratulate the new Advanced European Champions, Daniel Ryfa from Sweden and the French Team.

Conclusions and Recommendations

Championship was excellently prepared by experienced organizers and was running very smoothly.

All the aims of aerobatic championships were fulfilled.

Rules with all new provisions are usable.

Following proposals for Rules refinement should be considered:

- 1) S6. para 1.4.1.3. *At least **3 members** of the International Jury must be available to hear appeals or protests submitted by competitors.*

This requirement is not very convenient with a maximum of 3 Jury Members.

- Proposal: a) At least 2 members..... **or**
b) Delete this paragraph.

2) S6. para 4. 2. 2. 2. e) *In “A” and „Y52“ the maximum permitted **density altitude** for sequences to be flown without interruption is 3000 feet.*

Present wording allows interruption of programme most any time. During summer days at certain altitudes in the box, the density altitude is always higher than 3000 feet.

Proposal: ... maximum permitted density altitude on the surface (on the ground level or in the centre of the performance zone).....is 3000 feet.