



## Report of the President of the Jury for the 32nd World Aerobatics Championships

15 - 25 August 2024, Zamosc, Poland

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## 1 - OVERALL

### WAC 2024

36 Pilots (with one H/C) of 12 nations participated in the 32nd World Aerobatics Championships in Zamosc, Poland.

All programmes were conducted and validated.

### EXCELLENCE TRIAL

For many reasons that should be discussed during the plenary, the Excellence category trial was cancelled.

## 2 - OFFICIAL RESULTS

### Results: Overall Results

32nd FAI WAC 2024, Mokre/Zamosc, POLAND, 15 to 25 August 2024

Rank	Team	M/F Pilot	Aeroplane	Registration	Fr/Known	F/Unk #1	F/Unk #2	F/Unk #3	Totals	O/all %
1	FRA	M Florent ODDON	Extra 330SC	F-TGCI	4034,52	4311,80	3835,72	4094,26	16276,30	81,790
2	FRA	M Louis VANEL	Extra 330SC	F-HMKF	4050,11	4143,87	3825,92	4138,98	16158,87	81,200
3	USA	M Rob HOLLAND	MXS	N530RH	3881,35	4280,70	3847,98	4063,64	16073,67	80,772

Programmes 1, 2, 3, 4 were validated after a minimum of a two-hour period for the protests. Programme 5 was validated after a one-hour period for the protests, with the acceptance of teams.

Full result: [https://civa-results.com/2024/WAC\\_24/indexpage.htm](https://civa-results.com/2024/WAC_24/indexpage.htm)



## Team Results: Overall Results

32nd FAI WAC 2024, Mokre/Zamosc, POLAND, 15 to 25 August 2024

### Consolidated Results

1	France	Aeroplane	Registration	Fr/Known	F/Unk #1	F/Unk #2	F/Unk #3	Totals	O/all %
FRA	M Florent ODDON	Extra 330SC	F-TGCI	4034,52	4311,80	3835,72	4094,26	16276,30	81,790
FRA	M Louis VANEL	Extra 330SC	F-HMKF	4050,11	4143,87	3825,92	4138,98	16158,87	81,200
FRA	M Victor LALLOUE	Extra 330SC	F-TGCI	3951,64	4088,88	3854,82	4036,06	15931,40	80,057
								<b>48366,58</b>	<b>81,016</b>
2	Germany								
GER	M Florian BERGÉR	Extra 330SC	D-EVIX	3575,06	3927,86	3600,06	3746,57	14849,55	74,621
GER	M René JOHN	Extra 330SC	D-EVIX	3169,97	3709,54	3674,10	3631,17	14184,78	71,280
GER	M Marcus FEYERABEND	Extra 330SC	D-EXHH	3575,51	3726,45	3446,95	3329,39	14078,30	70,745
								<b>43112,63</b>	<b>72,215</b>
3	Romania								
ROU	M Vlad-Alexandru POPESCU	Extra 330SC	YR-EXC	3639,31	3707,45	3308,45	3731,05	14386,27	72,293
ROU	M Andrei-Mihai SERBU	Extra 330SC	YR-EXC	3651,73	3804,76	3364,44	3505,81	14326,74	71,994
ROU	M Laszlo FERENCZ	Extra 330SC	YR-EXC	3717,96	3889,21	3406,04	2739,09	13752,29	69,107
								<b>42465,30</b>	<b>71,131</b>
4	Luxembourg								
LUX	M Alex HORY	Extra 330SC	F-HIGS	3899,86	3817,10	3620,36	3622,91	14960,23	75,177
LUX	M Cyrial TALON	Extra 330SC	F-HIGS	3670,43	3857,30	3683,44	3619,85	14831,02	74,528
LUX	M Philippe VARINOT	CAP 232	F-HIST	3534,74	2760,88	3137,54	3230,99	12664,14	63,639
								<b>42455,40</b>	<b>71,115</b>
5	Czech Republic								
CZE	M Martin ŠONKA	Extra 300SR	OK-SON	3767,82	4040,23	3633,42	3751,39	15192,87	76,346
CZE	M Lukas PARIZEK	Extra 330SC	OK-LPJ	3429,09	3794,79	3359,47	3522,57	14105,93	70,884
CZE	M Petr JONAS	Extra 330SC	OK-LPJ	3595,60	3397,99	3043,65	3113,85	13151,09	66,086
								<b>42449,87</b>	<b>71,105</b>





### 3 - MAIN ORGANISATIONAL PROBLEMS

#### COMMUNICATION ON THE EVENT BEFORE THE CONTEST

As mentioned in the "Guide to championship organisation", the ORG is in charge of promoting the contest months before the event, with internal communication to the NAC and also to a wider public.

The CIVA Liaison Officer asked many times (and proposed his help) for social posts and an up to date website.

- No communication (zero posts) via social media was made before the event. As an example, the ORG of EAAC/IEAC posted more than a dozen of updates, starting 6 months prior the beginning of the contest;
- The website was rarely up to date, and required several interventions by the LO to ensure that important information (list of registrants, updating of bulletins, etc.) were correctly entered.

#### COMMUNICATION WITH NAC, TEAMS AND LIAISON OFFICER/JURY BEFORE THE CONTEST

The CIVA LO received many complaints from NACs before the contest, asking for answers from the ORG to simple but very important questions.

Eventually, and after several interventions by email from the CIVA LO or phone calls by Lidia Dzieciaszek, a POL citizen who tried to help as much as possible, NACs obtained some answers.

Examples of requests without answers from ORG which required the intervention (sometimes several times) of the CIVA LO or the President of the CIVA:

- CIVA LO / President of CIVA: signature of the OA
- USA TEAM: Questions on accommodation and registration of a pilot
- H/C PILOT: Question on validity of registration
- FRA TEAM: Questions on accommodation, payments, fuel, training possibilities, etc.
- LUX TEAM: Letter of invitation
- HUN TEAM: Letter of invitation
- CHIEF-JUDGE: Letter of invitation
- JUDGES: Pick-up at the airport
- GER TEAM: Question about training days/Accommodation

The CIVA LO sent a dozen emails to point out things to improve or mistakes in the bulletins or the website, **without any answer in 90% of the cases.**

#### ORGANISATIONAL CHAIN

For most of the teams, it was very difficult to get informations from ORG on several points, as:

- Training days organisation;
- Accommodation;
- Letters of invitation;
- Registration;
- Etc.

All Teams' or Jury's requests were directed to the "General Director". It appeared that the ORG did not appoint, prior to the competition, a team to permit efficient communication with NACs and CIVA. All requests were directed to Mateusz Novak (ORG), who did not have sufficient time to answer, being involved in organising two other major events and with no-one to delegate to.

>> See "Recommendations of the IJP" below on this subject.

When the PIJ / CIVA LO arrived on site 5 days prior to the contest, a difficult discussion was had with the only representative of the ORG present on site to understand the exact role of everybody.

At the beginning of the competition, it appeared that:

- The ORG, with a title of “32nd WAC 2024 General Director” which is not referenced in the CIVA documentation, was unable to take any decisions without referring to the head of the Aero Club of Poland (Jurek Makula).
- The “General Director” had a lack of knowledge of the requirements of CIVA, and was clearly not aware about the prerogatives and duties of the International Jury.
- A lot of decisions, to be taken at the beginning of the contest (during the training days) were postponed for several days, until the CD and his assistant arrived on site.
- The ‘General Director’ commented to one Jury member that a clearer and more succinct Organiser Guide would have made the Organiser’s task easier.

After a difficult start, and after several discussions, the communication between the Jury and the ORG / CD went better during the contest.



## 4 - KEY POINTS

### PANEL OF THE JURY

The International Jury Members selected at the 2023 CIVA Plenary Conference for WAC 2024 were :Pierre VARLOTEAUX (President), Steve TODD (Member), Edward WAASDORP (Member)

Steve Todd was remote for the last part of the contest, and was available at all times . The President was on site 5 days before the Opening Ceremony.

### PANEL OF JUDGES

Chief Judge: Quintin HAWTHORNE (RSA) with Laszlo LISZKAY (RSA) and Irma JANCIOKIENE (LTU)

Judges: Timo BARTHOLDI (FIN), Algis ORLIKAS (LTU), Galyna SUPRUNENKO (UKR), Gilles GUILLEMARD (FRA), Esteban MOULIN (BEL), Eladi LOZANO (ESP), Marty FLOURNOY (USA).

Assistants: Tuula BARTHOLDI (FIN), Juozas VALIVONIS (LTU), Violeta GEDMINAITE (LTU), Guy AUGER (FRA), Rodriguez GONZALO (ESP), David TAYLOR (USA), Alain DUGAS (FRA).

Scoring Office: Paweł SZCZEPANOWSKI (POL)



### REGISTRATION

One AUS pilot, Aarron Deliu, tried to register for Programme #5 only.

The IJP asked him to send a request for an exemption to the Bureau, considering that:

- His skills were in accordance to CIVA requirements;
- The ORG agreed to accept his application;
- The application was not in accordance with SC6 1.2.6.1.v).

The pilot received a negative answer from the CIVA Bureau.

>> See "Recommendations of the IJP" below on this subject.

### ACCOMMODATION

Some problems were raised by the pilots regarding the accommodation, which was considered as not satisfactory by most of the teams (No air-conditioning, noise problems and poor quality of the food). No major complaints from the officials' side, who were in a different hotel.

### **First night on site for judges**

At the date of the report's writing: Some judges had to pay for the first night on site. As provided in Code 6.1.3.2.3.d), the Organisation accepted a refund for this night to the judges, but even after several reminders, **no refund has been sent to judges.**

### **GENERAL INFORMATION: AVAILABILITY**

The below mentioned information was available in the following places: Info point, a panel on the apron, website and WhatsApp:

- Briefing time;
- Current wind;
- Breaks, Pilots' numbers;
- General Order of Flights;
- Schedule;
- Provisional and Final Results, etc.



### **Pushed informations**

Even after many requests from the President of the Jury, **no pushed information means were set by the ORG.** The IJP set a WhatsApp group for the participants, and a WhatsApp group for Officials during the training days, that were used during all the competition.

>> See "Recommendations of the IJP" below on this subject.

### **OFFICIAL TRAINING FLIGHTS**

The Official Training started on the 10th of August 2024. The solution initially offered by the ORG (a simple sheet to manually fill on site) was not accepted by the IJP. Fair possibilities were offered to the pilots to train, with a "live" schedule updated and verified daily by the Jury.

### **Official training days - Minutes vs Bulletin**

The second Bulletin was updated with the correct dates announced during the CIVA plenary. On site, the Jury had to remind the ORG that the official training days must be free of charges for the use of the airfield and hangars.



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## JUDGES' GENERAL BRIEFING

The Judges' General Briefing was arranged by the Chief Judge on the 14th of August 2024, with all the necessary requirements. The Chief Judge prepared a good briefing for the judging team and an excellent judging test. This was issued during the briefing and judges were given time to consider the scenarios, followed by a Q&A focussing on recent rule changes and known areas of uncertainty. There was some evidence that some of the selected judges were unfamiliar with recent rule changes and in some cases, even basic judging criteria.

## RULES AND JUDGING COMMITTEES MEETING

The 3 chairmen of the RC, GAC and JC, on site, were able to conduct a meeting with some RC/JC/GAC members joining online on the 14th August 2014 at the airfield.

## GENERAL BRIEFING

The general briefing was held the 15th August 2024 at 17:00 on the airfield, with:

- General information (ORG)
- Ground and box procedures (FD)
- Safety (FD, Jury, SWG)

The drawing lots for:

- Flight order programme #1
- Figures programme #2 (12 nations - 2 NACs with only one pilot were removed)

and the drawing of the figures for programme #2 were conducted by the Jury.

## FLIGHTS ORDER / SHARED AIRCRAFT

The initial flight order, and the subsequent ones, were rearranged by the CD & the Jury to allow sufficient time between flights in shared aircraft.

## WARM-UP PILOTS

Two Warm-up Pilots were available:

- Jan Jilek (CZE).
- Romain Fhal (FRA).

### *Problems with Warm-up pilots*

Clearly, it becomes more and more difficult for the Jury to collect applications from Warm-up pilots. A solution for one W/U pilot was found a few days before the contest, by asking one of the registered Excellence pilots to fly as a warm-up.

A solution was found for a second one, that led to many problems with the ORG who initially, **and without clear reason**, refused to appoint Romain Fhal, despite the decision of the Jury. The problem was pushed to NACs, FAI and CIVA Bureau. Without any objections from CIVA and FAI, the Jury had to instruct the ORG to accept the application of the second W/U pilot (see Appendix).

## OPENING CEREMONY

The Opening ceremony took place on the 17th of August 2024 in the city centre of Zamosc, at 18:00. A lot of people were present (Officials, Teams, Public). Quintin Hawthorne, Chief-Judges and highest authority of CIVA, opened the 32nd WAC. The Opening ceremony was of a good standard.





## CONDUCT OF FLIGHTS - PROGRAMMES 1 TO 4

All programmes were conducted according to the FAI / CIVA rules.

- Drawing lots: In compliance;
- Drawing of figures for Free Unknowns: In compliance;
- 24H and 12H rules for FU: In compliance;
- Sequences submission / Validity of designs / Safety: In compliance;
- Publication of provisional results: In compliance;
- Publication of final results: In compliance;
- Protest time / Protests / Jury's answer to protests: In compliance.

Some proposals were poorly designed, and were asked to be re-drawn by the Jury. A reminder about this had to be given during the daily briefings.

Due to uncertain weather forecasts, a cut for programme #4 was decided by the Jury. In the event all pilots were able to fly programme #4.

## CONDUCT OF FLIGHTS - JUDGES' LINE

The conduct of the judging line was generally in accordance with SC6-1. Most judges did not pay sufficient attention to the marking of the low and disqualification lines. Refreshments and facilities were to a good standard and adequate rest breaks were scheduled.

## CONDUCT OF FLIGHTS - OFFICIAL WIND

The information about the official wind, measured wind, Judges' position and Judging Form in use were:

- Announced via WhatsApp (Teams and Officials groups);
- During the daily briefings;
- On the Flight line info board, with all other required information.



## Measurement

No drone was available, and the IJP asked the ORG to provide a wind measurement with balloons 4 months prior to the contest (To avoid any potential GPS problems, considering the position of the airfield close to the UKR border), but without success.

Wind measurement was achieved by volunteer club pilots in Cessna aircraft equipped with either Garmin G5 or G1000. Wind measurements were derived from the GPS by flying at 300m and 600m with occasional measurements at 450m. For each flight it was necessary for the Jury President to accompany the pilot to give a first-hand interpretation of the winds, which were often different from those forecast and variable in direction and strength. This resulted in some delays, and some changes to the judging position and official wind were required after the wind checks.

There were no protests about wind and few requests for additional wind checks. However, in different conditions and when the winds were close to limits this method of measurement was not ideal.

**The official procedure in SC6-1.3.6.3.3 was not fully applied and should be reviewed for practical application.**

>> See "Recommendations of the IJP" below on this subject.

## CONDUCT OF FLIGHTS - PROTESTS

Three protests were submitted to the Jury:

#	Date	Pilot / NAC	Reason	Verdict
1	17/08/2024	ILLES / HUN	CHZ / Time limit	Upheld
2	22/08/2024	BLATTER / SUI	CHZ / Flick roll	Upheld
3	24/08/2024	AUE / GER	CHZ / Flick roll	Rejected

### Time limit

The first protest reviewed on site involved an appeal against a mark of HZ given by the Chief Judge as the official time had been exceeded for the final figure of the sequence. There was insufficient evidence to confirm that the figure had started after the time limit, so the pilot was given the benefit of doubt and the protest upheld. However, it was clear that SC6-1 was not definitive on whether the time limit is officially reached:

- When the CJ notes that the time is exceeded according to his timer?
- When the CJ calls Time, Time, Time (first or last "Time") ?
- When the CJ indicates to the judges that the period for marking has been completed, by whistle or other means ?

**The rules require clarification on this matter.**

>> See "Recommendations of the IJP" below on this subject.

## CONDUCT OF FLIGHTS: MEDICAL PROBLEMS

One judge tripped at the beginning of the competition, and had to be taken to the hospital for an x-ray and a plaster cast on their arm. No replacement was necessary.

### FAI insurance for officials

To be noted by FAI: The FAI insurance for officials worked in one hospital, but not in another one.

## CONDUCT OF FLIGHTS: SAFETY

No safety issues. A reminder for the SWG recommendations was made at the general briefing.

**To be noticed: No "Lows" were validated by majority for any of the competition's flights.**

## VIDEO RECORDING

The video quality was initially established as poor, with the operators inadequately trained and practised. This improved after some practice during the training flights, but unfortunately the videos appear to be poor after the first competitions flights, and facilities for playing back the video were not of a satisfactory standard. The time taken to identify the correct part of the video to review was also too long.

As an example, only 3 cases of HZ out of 6 were able to be resolved by the video on the first day of competition, which is not acceptable.

It was necessary for the organiser to call an experienced videographer to ensure the video standard was acceptable. On the recommendation of the IJP, the videographer who filmed during the Polish Nationals with good results was appointed.



## OFFICIAL COMMUNICATION

- Communications between ORG and Chief-Judge >> *See CJ report*
- Communication between ORG and teams: The use of WhatsApp was sometimes weak, and on many occasions teams had to ask for information which had not been provided..

## JUDGES' PAPERWORK, SCORING ENTRY, RESULTS PUBLICATION

All the duties were performed efficiently however, from time to time, the published results were only available a few hours after a Pilot's flight. This was essentially due to video reviews held in the judges' room (No big screen on the judges' line).

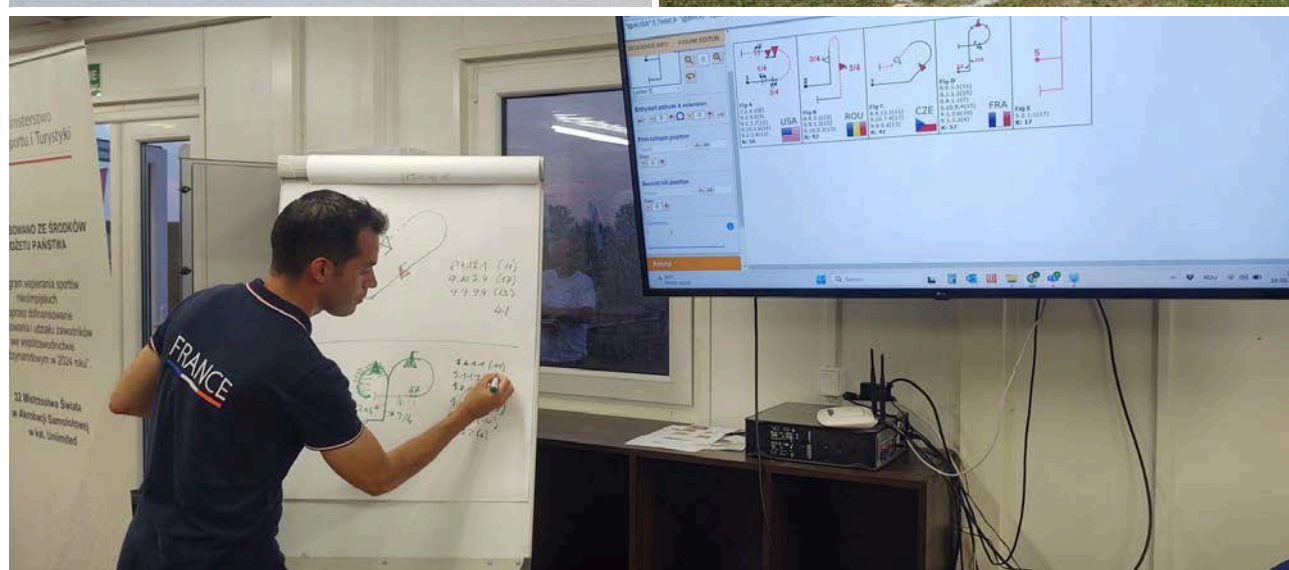
Aeroplane	Registration	FuRoown	Totals	Grat %
Extra 330SC	SP-GJL	3465.62	3465.62	70.727
XA-42	LY-OMG	3457.97	3457.97	70.571
Extra 330SC	OK-LPJ	3429.09	3429.09	69.981
Extra 330SC	D-EXTW	3410.40	3410.40	69.600
Extra 330SC	N580X	3291.28	3291.28	67.169
Xtreme XP30	N900YS	3216.34	3216.34	65.640
Extra 330SC	D-EVIX	3169.97	3169.97	64.683
Extra 330SC	HB-MTR	1742.49	1742.49	35.561

Chief Judge: Quentin HAWTHORNE (RSA), Scoring Director: Pawel SZCZEPANOWSKI (POL), Flight Director: Jakub ZIEBA (POL)  
 (LTU), Galyne SUPRUNENKO (UKR), Gilles GUILLEMAND (FRA), Esterban MOULIN (BEL)

ALVONIS, Violeta GEDMINAITE, Ima JANCUKIENE, Guy AUGER, Rodriges GONZALO, David TAYLOR, Alain DUGAS  
 and WAASDORP (NED), Steve TODD (GBR)

ring CJ + CHZ Summary  
 ACRO Version 5.2 Built: 16.08.24  
 wly 18 sierpnia 2024

*Official Results  
 Programme #1  
 Verified  
 Jury President  
 Peter VALLOTETAR  
 W. 8. 24 M. 30*



## WEBSITE, SOCIAL MEDIA, COMMUNICATION MANAGEMENT DURING THE CONTEST

If the communication on the event was very poor before the competition, the communication on social media was efficient during the event, with a lot of interviews published every day. A few TV reports and press releases were made in local media during the contest.

The person in charge of the CIVA communication, Eric Lanz-Gauthier, was also on site. A problem occurred between the Alternate Contest Director and the President of the Jury about the release of the official video for media communication. The Jury (and after a request for clarification from the IJP, the CIVA Bureau) had to insist a lot to authorise the use of some official videos after the protest period for those flights had elapsed.

### *Use of the official video for media matters*

The International Jury, and with clear conditions (E.g: after the protest period) must be allowed to decide to release or not some video to the appointed Media Officer. To avoid any problems in the future, the rules must be clarified.

>> See “Recommendations of the IJP” below on this subject.

## SOCIAL EVENTS

- After the opening ceremony, refreshments were provided at a reception close to the city centre. There was no opening dinner.
- A Polish evening was proposed during the contest, with traditional food and wine offered by the French team. Due to bad weather conditions, this evening was organised in a building close to the airfield.
- A Spanish evening was organised by the Spanish team on the airfield.
- A guided tour of Zamosc was organised for the Competitors and Judges.
- A dinner was organised after the closing ceremony on the airfield by the ORG.

## CONDUCT OF FLIGHTS - PROGRAMME #5

The programme #5 (Freestyle) was planned the 24th of August, with a briefing at 10:00 and the beginning of the flights (16 pilots) scheduled at 11:00.

A few days before, a discussion was held between the IJP and the CD about the adaptation to the performance zone. The initial idea of the CD was to have the public area (the only one possible, for parking issues) on the north side of the box, and the judges' position on the South. On the request of the Jury, the ORG called the civilian authorities to confirm the minimum distance between the public and the flights was 250m.

To avoid two “deadlines” (one for the judges, one to respect the requirements for the public) that could be not manageable for pilots, the Jury and the CD agreed to have the judges' line with the public, despite the adverse sun position.

The day before the flight, pilots were asked to give their needs for smoke, and to provide their music.

During the briefing, the 24th at 10:00, **the CD announced**

**that no smoke was available.** A proposal was made to use diesel gasoline instead, which was not





compatible with most of the aircraft.

The jury decided to postpone the flights, to have time to find a solution. After discussion with the teams, it appeared that most of the pilots would refuse to fly without smoke, or to fly with their personal smoke if there was no smoke oil available from the ORG.

Hopefully, the ORG decided to send an AN2 on a nearby airfield to collect a barrel of 200 L of smoke.

Flights started at 15:00, and the closing ceremony was postponed accordingly.

## AWARDING AND CLOSING CEREMONY

Due to problems with the smoke for programme 5, the awarding and closing ceremony were postponed in the evening.

- All medals, trophies and diplomas have been given according to the FAI / CIVA rules;
- All national anthems were played in compliance with the rules;
- All flags available in compliance with the results.

Quintin Hawthorne, Chief-Judges and highest authority of CIVA, closed the 32nd WAC.



## 5 - RECOMMENDATIONS OF THE PRESIDENT OF THE INTERNATIONAL JURY

### ORGANISATIONAL CHAIN FOR CONTESTS

#### Comments

It is absolutely necessary, and no later than the publication of the Bulletin #1, that a clear organisational chart is established, with in addition the role, name and contact of all people in charge of a part of the event.

#### Rules

See document "CIVA Guide to Championship Organisation" for basic requirements.

#### Recommendation of the IJP

>> See Appendix

### PUSHED INFORMATION

#### Comments

It is absolutely necessary that the ORG set means to send any information to teams and officials. Bulletins, websites, briefings or information panels are not enough to ensure an efficient communication on site.

#### Rules

Nothing is clearly stated in the rules or in the "CIVA Guide to Championship Organisation".

#### Recommendation of the IJP

A few weeks prior the event, and no later than the general briefing, the ORG must collect the phone numbers of participants and set up communication groups (WhatsApp, Messenger, etc) for:

- Teams (Including the Jury);
- Officials (Including the Jury);
- Staff (Including the Jury).

The Jury will set its own group.

### TIME LIMIT

#### Comments

A clear moment must be defined, when a pilot reaches and exceeds the time limit. Considering that the CJ cannot carry out several actions simultaneously.

#### Rules

*3.5.1.8. The standard phraseology in the event that the time limit is exceeded will be the Chief Judge saying "Time, time, time". The standard phraseology in the event that a break is required for safety reasons will be the Chief Judge saying "Break, break, break". If the Chief Judge subsequently requires the pilot to land immediately, he shall say "Land, land, land". The Chief Judge or his representative may address the competitor in matters concerned with safety of the competition flight as circumstances may require. A pilot who fails to comply with any of these instructions from the Chief Judge shall be liable to disqualification from that Programme.*



3.10.1.2. When the time limit is reached the Chief Judge will clearly inform the pilot by means of the radio.

4.3.4.1. Any figure of Programme 1-4 with the first element (roll or pitch) started after the time limit will be set to CHZ by the Chief Judge, and Judges should, where necessary, revise their marks to HZ for these figures.

#### **Recommendation of the IJP**

Clarification of the rule, with:

3.10.1.2. When the time limit is reached the Chief Judge will clearly inform the pilot by means of the radio. **The sequence is:**

- a) **The CJ uses his timer/alarm to check that the time has elapsed.**
- b) **The CJ informs the pilot by the radio that the time is exceeded, by announcing "Time, time, time". The first "Time" pronounced by the CJ defines the exact moment of the exceeded time.**
- c) **The CJ signals to the judges by whistling to the judges that the time is exceeded. In consequence, all figures started or not flown will be marked "HZ"**
- d) **If a Judge has given a mark for a figure which the CJ has determined is clearly started after the time limit, the CJ must instruct the Judge to change that mark to HZ.**

#### **OFFICIAL VIDEO**

##### **Comments**

For media matters it can be necessary to release some flights of the official video, **after the protest time**. To be noticed:

- Everybody can produce his own video, from a position close to the judges' line (no distance is specified in the rules).
- A Team can provide a protest against another pilot without any video, just by observing the flights.
- Only the official video can be used for protest. After the protest period, the official video becomes just a teaching tool, or a souvenir for pilots. So why not use these videos in a media role?

##### **Rules**

4.5.5.1. An official video recording from the Judges' position must be made of every individual competition flight in a World or Continental Aerobatic Championship. The official recording must be available to the International Jury to assist their decision on any protests regarding the evaluation of a competition flight. The recording shall not be available to competitors or Team Officials at a World or Continental Aerobatic Championship, except in conjunction with the International Jury's decisions on protests and with their agreement. After the completion of the championships, the recording may be released by the Organiser for use in training.

#### **Recommendation of the IJP**

Official video shall be released after each programme, after the protest time.

#### **WIND MEASUREMENT BY AIRCRAFT / GPS**

##### **Comments**

Most of the time a drone is used for the wind measurement, and rarely balloons. Sometimes a plane of the

Organisation may be used in some competitions (E.g: Torun 2021, Las Vegas 2023, Zamosc 2024)

## Rules

### 3.6.3.3. Method for measurement of wind speed and direction by airborne GPS:

- Wind velocity shall be measured at 300 m and 600 m height using the procedure described below.
- Any GPS device either permanently fixed or hand held may be used, provided it is designed for speeds up to at least 150 km/h.
- Flight procedure:
  - Choose an airspeed appropriate for the aircraft and the weather conditions. The pilot must be able to maintain a horizontal flight path at this speed.
  - Fly track true north and maintain the chosen airspeed as accurately as possible. Read and record the ground speed indicated on the GPS device ( $V_n$ ). Repeat this procedure for true tracks south, west and east. Record the ground speeds  $V_s$ ,  $V_w$  and  $V_e$  for those directions. The easiest way to get these data is to fly a rectangle.
  - Repeat this procedure for both required heights.

### More complicated to understand:

- Calculation of wind speed and direction: ( $V$  = ground speed measured by GPS,  $W$  = wind speed)
  - Determination of the north-south wind component:  
If  $W_{ns} = 0$  then the wind direction is  $090^\circ$  or  $270^\circ$ .  
$$W_{ns} = \frac{|V_n - V_s|}{2}$$
  - Determination of the east-west wind component:  
If  $W_{ew} = 0$  then the wind direction is  $360^\circ$  or  $180^\circ$ .  
$$W_{ew} = \frac{|V_e - V_w|}{2}$$
  - Total wind speed:  
$$W = \sqrt{W_{ns}^2 + W_{ew}^2}$$
  - Wind direction: If the wind direction is not one of the cardinal points from i) or ii) the table below should be used.

N/S component	E/W component	Wind Direction WD
$V_s > V_n$	$V_e > V_w$	$WD = 270^\circ + \arctan\left[\frac{V_{ns}}{V_{ew}}\right]$
$V_s > V_n$	$V_e < V_w$	$WD = \arctan\left[\frac{V_{ew}}{V_{ns}}\right]$
$V_s < V_n$	$V_e > V_w$	$WD = 180^\circ + \arctan\left[\frac{V_{ew}}{V_{ns}}\right]$
$V_s < V_n$	$V_e < V_w$	$WD = 90^\circ + \arctan\left[\frac{V_{ns}}{V_{ew}}\right]$

### Recommendation of the IJP

Simplify the use of an aircraft with GPS for the wind measurement, with:

- Prioritisation of the wind measurement by drone or balloons;
- If the 2 first means are not available:
  - A GPS wind measurement can be made by plane at 300m and 600m, stable speed, on the box's main axis and on the secondary axis;
  - The wind measurement must be compared with wind forecasts in the vicinity of the box.

### ENTRIES FOR PROGRAMME #5 ONLY

#### Comments

SC 6.1 defines in 1.2.6.1.v) the requirements for a pilot to participate for Programme #5 only.

These requirements, written years ago, may not fit with the actual situation. It must be also considered that:

- Well known Freestyle pilots may not have achieved an Aresti medal during the past 5 years;
- Achieving an Aresti medal does not imply the necessary skills for safe Freestyle.

And:

- Adding pilots for Programmes #5 only must not be to the detriment of the participation of pilots who have flown programmes 1 to 4;
- The time allowed for programme 5 may be limited;
- The skills of Freestyle pilots must be verified.

#### Rules

##### 1.2.6.1. World Championships

v) In addition to those pilots notified above, each NAC may nominate one additional pilot to compete in Programme 5 only. **Any pilot thus nominated must have gained a medal in a previous FAI First Category Unlimited Power Aerobatic contest in the previous 5 years.** The deadlines for notification of entry and fee payment for this additional pilot, plus the amount of the entry fee, will be as for the others, but the pilot will not be required to arrive at the contest site until, at latest, the day before Programme 5 is scheduled to be flown

### Recommendation of the IJP

- Change "must have gained a medal in a previous FAI First Category Unlimited Power Aerobatic contest in the previous 5 years" by "**must have been ranked in the top 10 in a FAI First Category Unlimited Power Aerobatic contest in the previous 5 years**".
- Change "plus the amount of the entry fee" by "**plus the amount of the entry fee defined by the ORG for such case**";
- Add: "**A training flight will be scheduled prior to the day Programme 5 is scheduled to be flown, and the skills of the pilot to fly Freestyle safely will be validated by the Flight Director and the Jury**".

### HZ FOR FLICKS AND SPINS

#### Comments

>> Observation as president or member of the 2023-2024 Jury (4 competitions) and Chief Judge in France, Poland and the UK.

The discontinuation of the PZ in 2023, and its replacement by the HZ for flick roll and spin departures, is unsatisfactory.

The multiple review videos for this type of HZ, which may contradict 4.1.1.9.c) are very often a clear waste of time, and most of the time the CJ goes with the majority. In this case, a poor flick or spin entry is not penalised. The HZ is like a "ON/OFF" switch.

## Rules

*4.1.1.9. When all Form A's (respectively Form R's or L's) have been submitted to the Chief Judge for a flight and a difference of opinion occurs with regards to a Hard Zero (HZ) mark, insertion penalty or interruption penalty:*

- a) the Chief Judge shall call for a discussion in the judging area by the International Judges;*
- b) such discussions shall not interfere with the subsequent flights;*
- c) the official video may be used in these discussions to help determine matters of fact, but not of perception;*
- d) a judge may request a viewing of the video during a discussion if he/she deems it necessary. This request will always be honoured;*
- e) all Form A's (respectively Form R's or L's) shall be retained by the Chief Judge until the final decision is made.*

*B.9.27.2. The judge must see two things to determine that a flick roll has been correctly initiated: a) the aircraft must display a rapid and clearly visible change of pitch attitude to put the wing close to the stall, and b) autorotation must be initiated by use of the rudder. Note that when a flick roll is initiated the angle-of-attack may be at or close to zero (e.g. in vertical and 45 degree lines) or significantly positive or negative if a looping figure is being flown; the pitch change to achieve critical angle-of-attack may thus be less in some circumstances and cannot be fixed. However, if both the required pitch change and actual autorotation are not clearly seen, the figure must be given a Hard Zero (HZ).*

*B.9.29.6. If the aircraft never stalls, it is apparent that it cannot spin, and a HZ must be given. You will see "simulated" spins where barrel rolls or flick rolls are offered as spin entries. In both cases, the flight path will not be downward. In all of these cases, the figure will be given a HZ.*

## Recommendation of the IJP

- Replace the HZ for flick or spins entries by a downgrade up to 0.0
- Downgrade a non-autorotation with rudder by a HZ if  $> 90^\circ$ , or by a 0.0 if  $< 90^\circ$
- Wrong direction, over-rotated sectors stay unchanged with the actual rules

## PARTS OF LOOPS: DOWNGRADES

### Comments

No clear specification in the Code 6 to downgrade non constant radius in part of loops

### Rules

#### **B.8.2. Loops and Part Loops**



*B.8.2.1. The loop is a figure from Family 7, but part-loops are integral to every other family so it is necessary to define some key elements before considering the other families.*

*a) A loop must have, by definition, a constant radius. It starts and ends in a well-defined line which, for a complete loop, will be horizontal. For a part-loop, however, such lines may be in any other plane of flight and will be defined by the aircraft's attitude. As the speed changes during execution of a loop or part-loop, the angular velocity around the aircraft's lateral axis also has to change in order to keep the radius constant. Thus, the angular velocity can be an aid for the Judge to gauge the radius -- especially when the angular velocity in the higher part-loop is seen to be faster, as this is a clear indication that the radius is smaller. This aid becomes more important when two part-loops are separated by a line between.*

*b) Part-loops are depicted either as round elements or as 'corner' angles. It should be noted that any 'corner' angle drawn in the pictograms, such as in Figure 13, is always to be flown as a part-loop and must have a smooth, distinct and constant radius.*

*c) For any one figure having several internal part-loops depicted as round elements, all such part-loops shall have the same radius – with exception for all of Family 8.8 figures (double humpty bumps) for which the radius of the second part loop is not required to match the radius of the first one.*

*d) The radius of any part-loop depicted as a corner angle is not required to match the radius of any other part-loop in the same figure – with exception for all of Family 3 (combinations of lines) and Family 7.4 (whole loops) figures, which must keep a regular geometrical shape and therefore require all part-loops to have the same radius.*

*B.9.10.4. To better quantify deductions for irregularity of the radius of looping figures, the Judge divides the loop into quadrants. **Any recognizable variation in the radius must be downgraded by a maximum of two (2) points per quadrant** depending on the magnitude of the variation.*

#### Recommendation of the IJP

Add a precision in B.8.2.1, as:

**(e) Any recognizable variation in the radius must be downgraded as specified for a loop in B.9.10.4**

#### ROTATIONS BEFORE/AFTER A PART OF LOOP

##### Comments

Following the abandonment of the PZ, which penalised a delay between the rotation and the part of the loop greater than one radius, a downgrade of 4 points has now been applied, even though the figure is no longer recognisable and the pilot has obviously made an oversight.

##### Rules

*B.9.8.2. When a half-loop is preceded by a roll or rolls: Should the half-loop begin before the roll is completed, the Judge must downgrade the figure one (1) point for every five (5) degrees of half-loop flown on which the roll was performed. The half-loop follows immediately after the rolls without any visible line. Drawing a line requires a downgrade of:*

*a) One (1) point for a short but visible line;*

*b) Two (2) points for a more obvious line of length up to half the looping radius;*

*c) Three (3) points for a longer line with length up to the full looping radius;*

| d) Finally, four (4) points when the length of line exceeds the radius of the looping element.

| Recommendation of the IJP

Add to B.9.8.2:

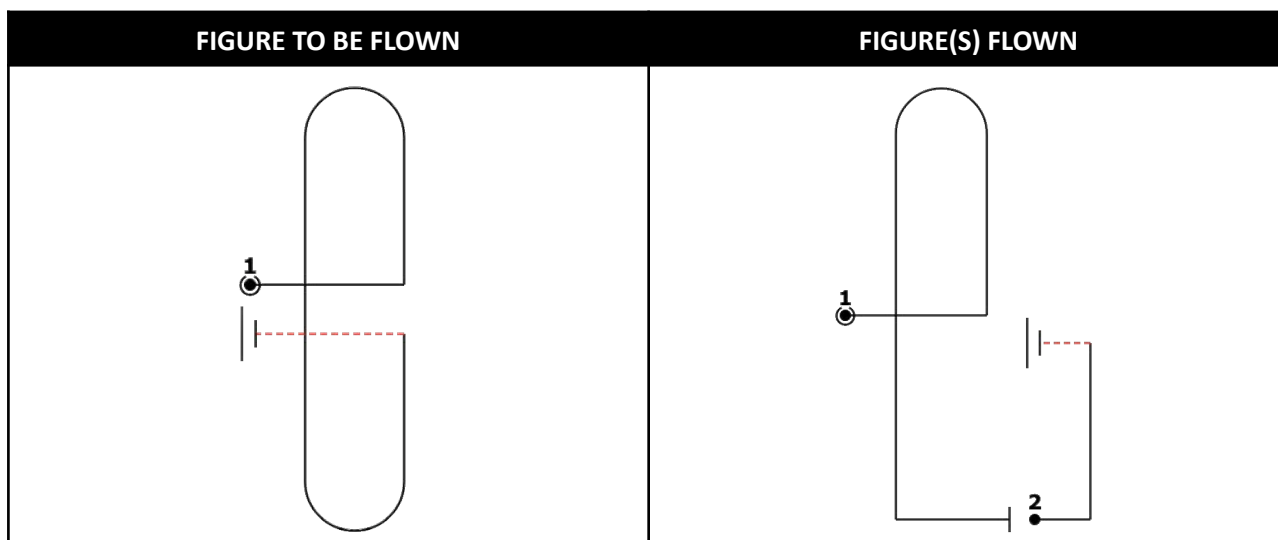
| e) If the length of line exceeds two (2) radii, a HZ must be scored.

## STRAIGHT LINES IN PART OF LOOPS

| Comments

Some figures containing parts of loops may be flown with a straight line. It can happen that this straight line is so important that the shape of the figure is not recognizable, or can be compared with two different figures. Only B.9.10.3 specifies a downgrade, for a line at the Apex of a loop, with a downgrade of at least two (2) points.

E.g:



Depending on the CJ, these cases of figures flown with a long additional line are not treated the same way. A clarification of the rules is necessary.

| Rules

B.9.10.3. If there is a roll or rolls at the apex of the loop, it must be centred in the loop and flown on the arc of the loop itself. **Flying the roll on a line at the apex of the loop is at least a two (2) point downgrade.** If the roll is not centred, it must be downgraded one (1) point for every five (5) degrees of the arc that it is off centred.

| Recommendation of the IJP

Add to B.8.2.1:

| e) Any line flown during a part of loops will be downgraded by at least two (2) points if the length of the line doesn't exceed one (1) radius. For any line flown during a part of loop exceeding one (1) radius, the figure will be scored HZ.

## 6 - CONCLUSIONS

All programmes of the 32nd World Aerobatic Championships were flown, all programmes were validated and the awards were given with the CIVA requirements.

During the competition, the ORG's team (FD, starter, volunteers, etc) did a very good job to ease things for the pilots and the judges.

Unfortunately, on occasions a lack of communication between the ORG and the Teams / CIVA Liaison Officer / Jury / Judges and a lack of knowledge of the CIVA rules sometimes threatened to spoil the competition.

What's more, for many of the participants, the accommodation and food did not live up to their legitimate expectations, especially considering the ever-increasing cost of entry fees.



Pierre Varloteaux

*President of the Jury, 32nd WAC 2024 - Zamosc, Poland*


*Reviewed by Steve Todd and Edward Waasdorp (Members of the International Jury WAC 2024)*



## APPENDIX

- Protests
- Problem with W/U
- Problem with hangar
- Problem with video quality
- Problem with video release
- Organisational chart of the event and contacts

Protests



## CIVA Protest Form

Team Contesting: <b>HUN</b>	Event: <b>WAC 2024</b>	Programme: <b>Free know</b>
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Details of the Protest

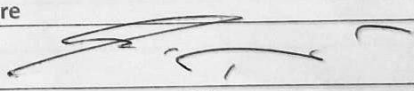
**Dear Jury.**

Here with I'd like to make an official protest against mine time penalty, "exceeding 12 min time" what was published by chief judge. This caused me HZ for my last figures **rolling circle** kindly asking the Jury one Video check because according my point I've received this notice when I just started the last figure

Kind Regards and Thank you.

If space is not sufficient, please continue overleaf

References	
FAI Sporting Code, <b>4.3.4.</b>	
Gen Section and / or	
FAI Sporting Code, Section 6	


Name of Team Manager/Delegate	Signature
<b>TAMÁS ÁBRÁNYI</b>	

Submitted to the International Jury with Protest Fee (€ \_\_\_\_\_ or US\$ \_\_\_\_\_)

Date: <b>17/08/2024</b>	Time: <b>11:45</b>	Jury Member Initials: <b>PJ</b>
----------------------------	-----------------------	------------------------------------

Verdict of the International Jury

THE JURY REVIEWED THE OFFICIAL VIDEO, PILOT'S SCORSHOTS AND TALKED WITH THE CHIEF JUDGE + TEAM. THERE WAS NO CLEAR EVIDENCE THAT FIG.#10 WAS STARTED AFTER THE TIME, TIME, TIME CALL (4.3.4) (3.5.1.8) (3.10.1.2). THERE WAS SOME EVIDENCE THAT THE FIGURE WAS STARTED AFTER THE TIMER REACHED 12 MINUTES. THE CJ DID NOT HAVE TIME TO ADVISE THE JUDGE'S NOT TO SCALE THE FIGURE BEFORE THE SEQUENCE WAS COMPLETED (3.10.1.5). SINCE IT WAS NOT POSSIBLE TO ESTABLISH FOR CERTAIN THAT THE FIGURE STARTED AFTER THE TIME LIMIT.... PROTEST UPHOLD

Date: <b>17.8.24</b>	Time: <b>15:30</b>	Jury President's Signature: 
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... THE PILOT IS GIVEN THE BENEFIT OF THE DOUBT AND THE PROTEST IS UPHOLD.

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## CIVA Protest Form



Team Contesting:	SUI	Event:	WAC 2024	Programme:	3 (FREEUNK 2)
Details of the Protest PILOT NR. 6 PROG 3 (MANUEL BLATTER)					
DURING FIG NR. 8 (DIAGONAL HUMPTY WITH FULL NEG. WAP FIRST LINE) THE MENTIONED PILOT DID A PITCH UP MOVEMENT BEFORE STARTING THE NEGATIVE FLICK ROLL. THE PITCH UP MOVEMENT WAS LESS THAN 45° AND THE NEGATIVE FLICK ROLL WAS CARRIED OUT CORRECTLY.					
HE FOR A FLICK ROLL ACCORDING TO FAI SPORTING CODE 6 4.4.2.1 i) AND HE FOR LESS THAN 45° CHANGE OF DIRECTION ACCORDING FAI SPORTING CODE 6 8 3.3.1. BOTH CONDITIONS ARE NOT FULL FILLED.					
DURING THE COMPETITION (WAC 2024) WE OBSERVED ONE PILOT STARTING A 3/4 ROLL TO THE WRONG DIRECTION FOR APPROXIMATELY 15-20° BEFORE CHANGING ROLL DIRECTION TO THE CORRECT SIDE. THIS PILOT ONLY GOT FEW POINTS REDUCTION.					
If space is not sufficient, please continue overleaf					
References					
FAI Sporting Code, Gen Section and / or FAI Sporting Code, Section 6		4.4.2.1 i) 8 3.3.1			
Name of Team Manager/Delegate			Signature		
HANSPETER ROHNER					
Submitted to the International Jury with Protest Fee (€ _____ or US\$ _____)					
Date:	Time:	Jury Member Initials:			
22.08.2024	11:55	EA.			
Verdict of the International Jury					
Date:	Time:	Jury President's Signature:			

## WAC2024 - 002

### SUI

#### Pilot #6 P3 Fig 8

##### Observation from video

In figure #8 (Pull to 45, 1 negative flick, pull half loop to 45 down, 1 positive flick, exit inverted)

Pilot establishes 45 attitude then pitches approximately 15°. He corrects back to 45 attitude and then performs one negative flick.

##### Scoresheets

Judge	Score	Reason
CJ	CHZ	First positive then negative flick roll
1	4.0	
2	HZ	Not legible - check
3	0.0	Not legible – check [Changed to HZ and initialled]
4	HZ	Pull up before flicking the [symbol] negative flick
5	0.0	Not legible – check [Changed to HZ and initialled]
6	7.5	
7	5.0	Was 6.0 corrected and initialled

CJ Summary shows HZ for Judges 2,3,4,5

##### Pilot's Raw Marks Check-sheet shows:

Judge	Score
CJ	CHZ
1	4.0
2	HZ
3	HZ
4	HZ
5	0.0*
6	7.5
7	5.0

\*Judge's Scoresheet shows 0.0 changed to HZ and initialled

##### Scoring Summary

It would appear that the figure was scored by judges 1,3,5,6 and 7.

Judges 3 and 5 scored 0.0 with the reason not legible on the scoresheet

CJ marked the figure CHZ. Judges 3 and 5 changed their scores to HZ and initialled these changes.

4.4.2.3. During a repetition flight (paragraphs 3.6.4.6.e) or 3.12.2.9) the figures before the break must all be flown correctly. If a competitor omits or flies such a figure incorrectly, so as to gain an unfair advantage, the mark awarded for that figure during the first flight will be reduced to a "HZ".

4.4.1.12. When awarding any kind of zero mark (i.e. numerical 0.0 or HZ), judges must state the reason why the figure was graded zero.

#### 4.4.4. Mix of Zeros

4.4.4.1. The CIVA results calculation software will handle a mix of Hard Zeros or "A" marks. In order for this to function correctly, the Chief Judge, if necessary after a conference as described in paragraph 4.4.3, must fill the Confirmed Hard Zero (CHZ) field on the judging sheets if a Hard Zero was in fact flown. If review shows the figure to have been correct, the "CHZ" box must be left open.

4.4.4.2. If during this process the Chief Judge establishes that there is a mix of Hard and Numerical Zeros for the same error, i.e. it is only the extent of the error above 45 degrees that cannot be established, and these combined Zeros are in the majority for this error, the Chief Judge shall instruct those judges with the Numerical Zeros to change their score sheets to Hard Zeros and sign the sheets accordingly. The Chief Judge will then fill the CHZ field. Consequently, no judge will in this instance have a point added to his Hard Zero Anomaly count (see also the Sporting Code document "International Aerobatic Events: Statistical Method for Processing Scores").

4.4.3.4. Case of Hard Zeros referred to or determined by the International Jury:

a) The Chief Judge may on occasions, where there is a mixture of scores and Hard Zeros for a figure, not be able to determine the validity of the Hard Zero score(s), due to uncertainty in the Regulations (e.g. paperwork errors). In such instances the Chief Judge shall tick the CHZ box and then refer the matter to the International Jury for clarification and a decision.

b) Where the International Jury determines the Hard Zero mark is correct, those judges who had given numerical marks will have their marks changed to Hard Zero by the President of the International Jury, without prejudice to their Ranking Index.

c) Where the International Jury determines the Hard Zero mark is incorrect, the Hard Zero confirmation will be reversed and those judges who have given Hard Zeros will have their marks changed to an average by the President of the International Jury, without prejudice to their Ranking Index.

#### Overall summary

The pilot made a pitch of around 15° as if to commence a positive flick. Before initiating autorotation he realised his mistake, pitched the aircraft back to the correct attitude and the performed a negative flick roll as required by the drawn figure.

The argument is whether the pilot performed the first element of a positive flick roll before he started the negative one, meaning that the figure flown did not conform to the drawing held by the judges [4.4.2 b)]

Since he clearly returned to the correct attitude and then performed a correct negative flick with pitch followed by autorotation, the change in attitude before the negative flick should be marked with a downgrade of 1 point per 5°.

The reason for the mark of CHZ is incorrect since there was no positive flick flown (i.e. no autorotation was initiated).

The mark of HZ given by Judge 4 has a reason given which is not clear under 4.4.2 but is assumed to be that the figure flown was not as drawn.

The marks of HZ given by judges 2,3,5 do not have a clear reason under 4.4.2 marked against them. [Check the illegible comments for validity under 4.4.2]

The marks of 0.0 given originally by Judges 3 and 5 do not have a clear reason marked against them under 4.4.1.12

The mark on the pilot's raw score checksheet of 0.0 is incorrect from the judge's scoresheet where the mark was converted to HZ and initialled.

#### *Conclusion*

The reason given for the mark of CHZ is incorrect and the CHZ should be removed.

The marks of 0.0 for Judges 3 and 5 should not have been amended to HZ on review. Neither gives a valid reason for the score of 0.0 and in the absence of such information the conditions of 4.4.4.2 were not met, so the CJ cannot instruct the judges to change their scores. [Check the CJ's comments and Review]

Raw scores for Judge 3 and Judge 5 should be changed to 0.0 as originally scored as the reason for asking them to be changed was not valid under 4.4.4.2. The 0.0 scores are not justified in the comments, and this requires further review.

The only fair solution is for the marks of Judges 2,3,4,5 to be changed to an average of the scores of Judges 1,6 and 7.

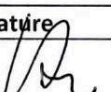

#### **Protest Upheld**





## CIVA Protest Form



Team Protesting: <b>GERMANY</b>	Event: <b>WAC 2024</b>	Programme: <b>P4</b>
Details of the Protest		
<p>DEAR JURY,</p> <p>due to the fact that I am not able to see the argumentation for the H2 in Fig. 14 in Program 4 on my score sheet (Friday evening, score sheets not yet published), I would like to request to review the H2 for that figure.</p> <p>All feedback of pilots seeing my performance was not including a H2.</p> <p>Section 6 para 4.4.2.1.</p> <p>Thank you!</p> <p>Best regards,</p> <p>Ralf</p>		
If space is not sufficient, please continue overleaf		
References		
FAI Sporting Code, Gen Section and / or FAI Sporting Code, Section 6	4.4.2.1	
Name of Team Manager/Delegate	Signature	
Aug		
Submitted to the International Jury with Protest Fee (€ <u>100</u> or US\$ <u>    </u> )		
Date: 24.08.24	Time: 2 am	Jury Member Initials: RV
Verdict of the International Jury		
<p>After reviewing the process of the Judges &amp; Chief Judge video review, Jury considers that no mistakes in the Judge's process.</p> <p>The Jury reviewed the video of figure #14 and no "rapid and clearly winable change of pitch attitude" - / -</p>		
Date: 24.8.24	Time: 11:00	Jury President's Signature: 

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The Protest (continued)

... is visible as required in Code 6 B.G.27.2  
and B.G.28.1

During the roll, no auto-rotation is visible  
(pilots use only)

Protest is rejected

Pierre Vanlotheun  
Jury President WAC 2024  


## Problem with W/U



### JURY DECISION WAC2024-1 Subject: Warm-Up pilot number 2

#### CURRENT SITUATION

An email encouraging NACs to send Warm-Up pilots' applications has been sent to all the Delegates to cover the necessity to obtain 2 Warm-Up pilots for the WAC 2024. The priority was given to Poland for one Warm-Up pilot (FAI Sporting Code Section 6 Part 1 - Powered Aircraft 1.4.8.5).

No NAC answered positively. A solution has been found with one pilot who resigned from Excellence. Additionally, another solution has been found, on site, with Romain Fhal as a second Warm-Up pilot.

A meeting with all the WAC 2024 Team Managers, the Organiser (Mateusz Nowak) and the Jury President was organised on the 10th August 2024, during the training days. The only objection came from the Organiser, who categorically refused the second solution (Romain Fhal as the second Warm-Up pilot), without giving any reason, and after a phone call with the Contest Director (Jurek Makula).

The situation has been reported to the CIVA President, and to FAI.

#### LEGAL BASE

The Jury has noted a violation of the following provisions of FAI Sporting Code Section 6 Part 1 - Powered Aircraft:

- 1.3.1.1. **"The International Jury is the supreme arbitration body of international aerobatic events. (...)"**. The Contest Director, Jurek Makula, forbade the Jury organising meetings without his presence (The Organiser, Mateusz Nowak, participated in the meeting held by the Jury). The Organiser did not respect the Jury's suggestion connected with the choice of the Warm-Up pilots.
- 1.3.3.1. **"Contest Management (...)"** The Contest Director will be responsible for **the regular and orderly performance of the contest**. The Contest Director is responsible to the International Jury for the efficient administration of the contest." The communication between the Jury and the Organiser has been problematic and non-professional for 6 months owing to the fact that the Organiser did not answer emails or answered with a substantial delay to the questions and requests of the Jury, the President of CIVA as well as the team managers and pilots involved in WAC 2024.
- 1.3.1.1. c) i) **"Responsibilities of the International Jury (...)"** Supervision: Selecting **two Warm-Up pilots** several months prior to the event (...)." The Organiser apparently prevents the Jury from conducting their official task properly, when finding a suitable solution on site.

- 1.4.8.1. **"Warm-Up Pilots (...)** The International Jury shall be responsible for selecting, several months prior to the event, **at least two in U or A**, or at least one in I, suitable qualified, non-competing Warm-Up pilots (...)." The current situation is that we face a situation in which there are two pilots ready to carry out the tasks of Warm-Up pilots. The Organiser does not accept one of them, obviously reducing the potential dimension of possibilities of crucial practice before championship marking to the detriment of the Judges and teams.

There shall be emphasised that the accepted Czech pilot, Jan Jilek, does not fully meet the requirements quoted in 1.4.8.2. "(...) a suitable Warm-Up pilot must have appropriate and current aerobatic experience in the category specified, be able to provide or secure the use of a suitable aeroplane which he/she is qualified and eligible to fly, and be ready and available to fly at any time throughout the duration of the event. The International Jury will only consider applications fulfilling those requirements." due to the fact that he represents the Excellence level (between A and U) - but that was the only warm-up pilot's solution prior to the competition - whereas Romain Fahl is a well-known aerobatic coach and active pilot holding an U/Freestyle level and definitely his performance would be a precious exercise for the Judges and other pilots.

- 3.4.1.1. **"The Organiser will ensure that the first two flights** (or in I, the first flight) of each competition day and each programme, **will be by Warm-Up pilots.** (...)" which clearly states that it is the Organiser's obligation to guarantee two Warm-Up pilots.
- 1.1.1.5. **"Aims of Aerobatic Championships:** To promote and popularise aerobatics and to **develop and foster friendly relations between aerobatic pilots of different countries.**" Expressing a negative approach towards one of the pilots definitely spoils a positive aviation atmosphere and questions sportsmanship.
- 1.1.1.6. a) **"Aims of Aerobatic Championships:** In pursuance of these aims: **Fairness and equal treatment** shall be ensured by all stakeholders **in all CIVA activities and contests**, from registration to final results." It is difficult not to have an impression that the above mentioned situation exhausts the characteristics of discrimination.

## CONCLUSION

Taking into consideration the described situation and the legal base according to Sporting Code, Section 6 Part 1 - Powered Aircraft, **the International Jury finally states that Romain Fahl will be the second Warm-Up pilot.**

**The International Jury WAC 2024**

*Pierre Varloteaux, President*

*Steve Todd, Member*

*Edward Waasdorp, Member*



## Problem with hangar



**Pierre Varloteaux** <varloteaux.civa@gmail.com>

Thu, 15 Aug, 21:35



to Steve, edward, Mateusz, jerome.houdier, wac2024, jurekmakula, palo.kavka, Tom ▼

Dear Organizer of WAC 2024,

After a meeting with the Jury at the hotel tonight at 21:10, the Jury decision is:

**The access to the hangar by mechanics and helpers, to solve mechanical issues must be guaranteed during all the duration of the competition at any time, to permit a fair possibility for pilots to fly programmes on time.**

Best regards,

Pierre Varloteaux,

President of the Jury WAC 2024



Steve Todd, Member

Edward Waasdorp, Member

## Problem with video quality

Video review  CIVA 2024/Zamosc x



**Pierre Varloteaux** <pierre.varloteaux@gmail.com>

Sat, 17 Aug, 21:43



to Jurek, Jacek, Steve, edward, Quintin, Quintin ▼

Dear Org,

We had serious issues with the video today, during the review of HZ by the CJ and the panel of Judges.

For some of these reviews, the Jury was there.

- Problem 1: the plane is too small, and the film is not fluide. For 3 reviews on 6 for a HZ, the CJ was unable to use the video to clarify the situations, which is not acceptable.
- Problem 2: the reviews are very slow, with transferts of files between computers, etc.

We must quickly find a solution to avoid these very important problems and continue to run the contest normally.

Can we meet tomorrow morning around the briefing time to discuss the situation and find solutions?

Thanks,

The Jury





## Problem with video release

### Releasing the WAC-24 videos for publication

Inbox x



**Nick Buckenham** <nick@nickandjenb.co.uk>

to Pavol, me, Eric ▾

Fri, 23 Aug, 11:45



Dear Pavol,

Please enable the official video recordings of each flight at WAC-24 to be made available to Eric Lentz Gauthier after the programme protest period is concluded so that he can upload selected videos to the CIVA News facebook system. I can confirm that the International Jury has already approved this move.

Kind regards,

Nick

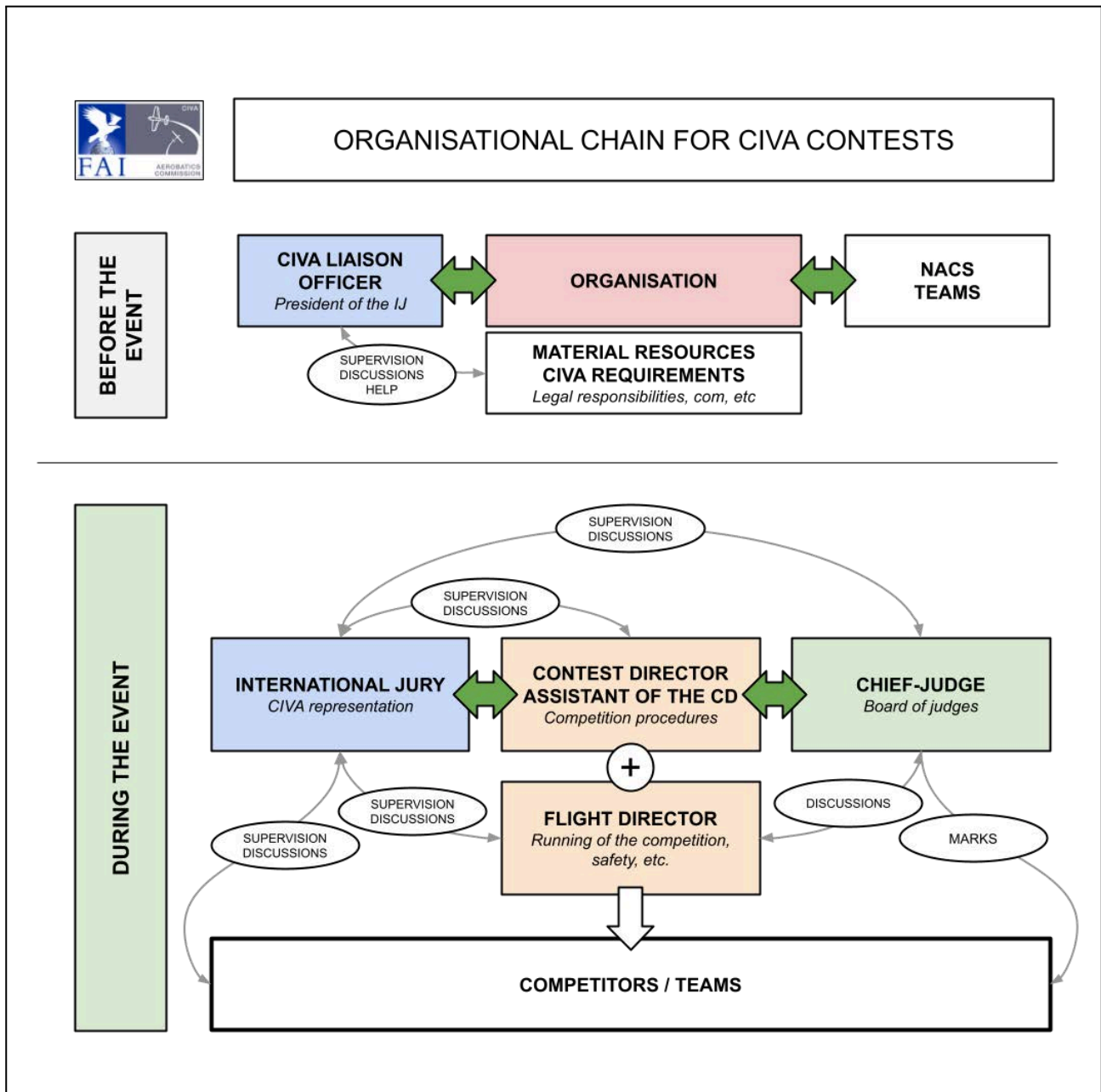


**Nick Buckenham, President of CIVA - Aerobatic Commission of the FAI**

Contact - Mobile telephone: +44 7773 768386 | Skype: nick.buckenham

[civa-president@fai.org](mailto:civa-president@fai.org) | [www.civa-news.com](http://www.civa-news.com) | [World Aerobatics](#)

## Organisational chart of the event and contacts



ORGANISATION	
ORGANISER	
First name	
Name	
Email	
Phone number	
PERSON IN CHARGE OF THE REGISTRATION / FINANCIAL ASPECTS	
First name	
Name	
Email	
Phone number	
PERSON IN CHARGE OF THE LETTERS OF INVITATION / PROBLEMS WITH VENUES	
First name	
Name	
Email	
Phone number	
PERSON IN CHARGE OF THE FREE KNOWNNS / SCORING OFFICE	
First name	
Name	
Email	
Phone number	

OFFICIALS	
PRESIDENT OF THE JURY	
First name	
Name	
Email	
Phone number	
CHIEF-JUDGE	
First name	
Name	
Email	
Phone number	

## FLIGHTS ORGANISATION

### CONTEST DIRECTOR

First name

Name

Email

Phone number

### ASSISTANT OF THE CONTEST DIRECTOR

First name

Name

Email

Phone number

### FLIGHT DIRECTOR

First name

Name

Email

Phone number

## TRAINING DAYS

### PERSON IN CHARGE OF THE SLOTS AND ARRIVALS

First name

Name

Email

Phone number

### PERSON IN CHARGE TO HELP FOR THE ACCOMMODATION DURING TRAINING DAYS

First name

Name

Email

### PERSON IN CHARGE OF THE HANGARS, FUEL AND OIL DURING TRAINING DAYS

First name

Name

Email

Phone number



COMPETITION DAYS	
PERSON IN CHARGE OF THE ACCOMMODATION FOR TEAMS	
First name	
Name	
Email	
Phone number	
PERSON IN CHARGE OF THE TRANSPORTATION FOR TEAMS	
First name	
Name	
Email	
Phone number	
PERSON IN CHARGE OF THE TRANSPORTATION FOR OFFICIALS	
First name	
Name	
Email	
Phone number	
PERSON IN CHARGE OF THE TRANSPORTATION FOR OFFICIALS	
First name	
Name	
Email	
Phone number	

MEDIA / COMMUNICATION	
PERSON IN CHARGE FOR THE COMMUNICATION (ORGANISER)	
First name	
Name	
Email	
Phone number	
PERSON IN CHARGE FOR THE COMMUNICATION (FAI / CIVA)	
First name	
Name	
Email	
Phone number	