

Note: This report was rejected by plenary due to unacceptable content. See additional "Right to reply" material from jury member Pierre Varloteaux.



15TH FAI WORLD ADVANCED AEROBATICS CHAMPIONSHIPS

**CONTEST DIRECTOR REPORT
JEAN AIRPORT - LAS VEGAS, NEVADA**

OCTOBER 24- NOVEMBER 4, 2023





Executive Summary The 15th FAI Advanced Aerobatic Championship (WAAC2023) was successfully held in Jean (Las Vegas), Nevada. The opening briefing was Tuesday, October 24. Contest flying started Wednesday, October 25 and concluded on Friday, November 3. This was followed by the closing ceremony banquet Friday evening.

- The WAAC 2023 had sixty pilots registered from seventeen nations plus Hors Concours.
 - Two pilots withdrew before the competition began leaving fifty-eight official competitors.
 - After the Program 1, two pilots from the Australian team were disqualified by the chief judge and international jury with concurrence from the Contest Director (CD).
 - The balance of the competition was flown with fifty-six pilots.
 - The top 50 % of pilots after three flights went on to fly a fourth flight to determine the championships.

- Flying weather was for the outstanding with unlimited visibility and virtually no wind when flights were conducted.

- Flight operations stood down for 2 1/2 days due to winds which necessitated Program 4 being cut down to 50% of the field.

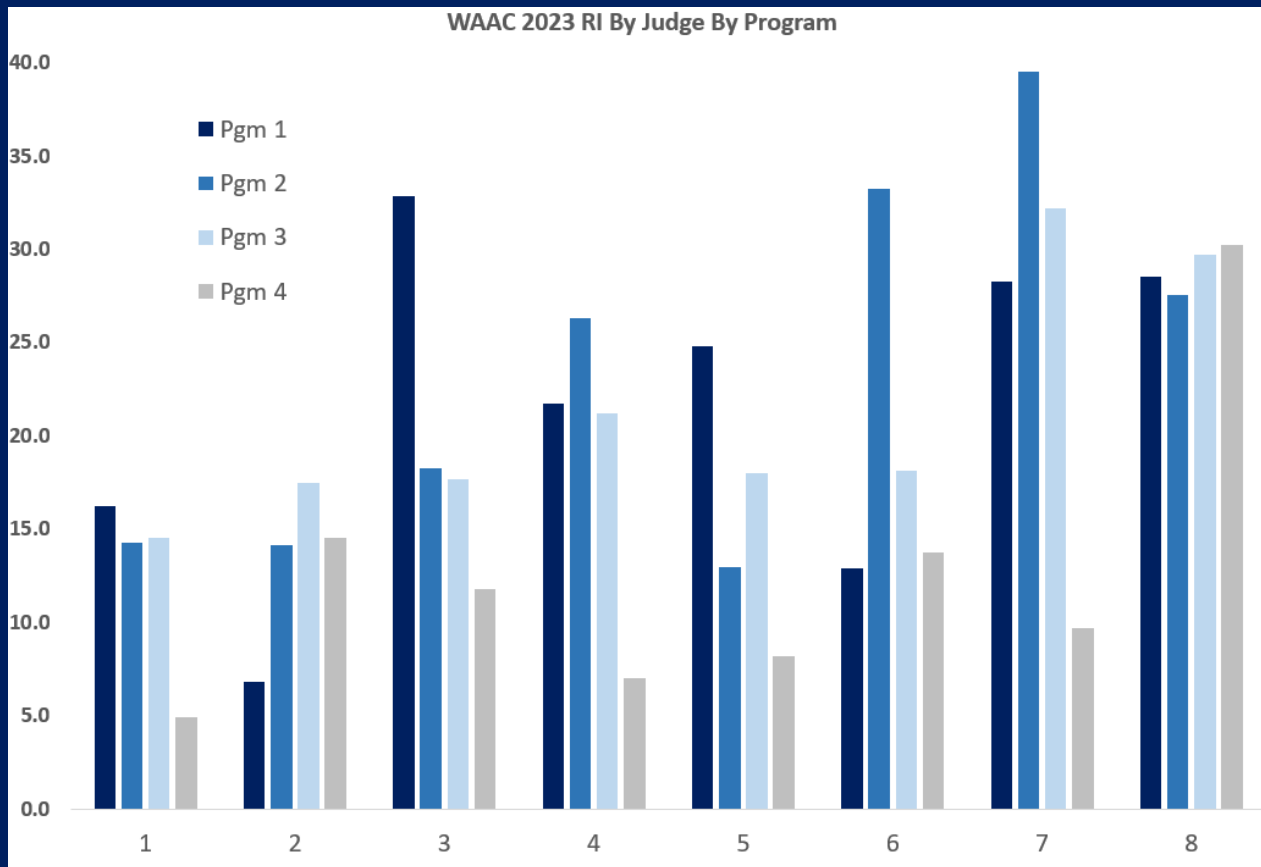
- Pilot protests were well-managed without much consternation.

- Counting the practice sessions over 1000 flights were conducted using two boxes.
 - There were no safety incidents or near misses. Flight operations meshed nicely with local parachute companies.
 - Daily debriefs with Las Vegas air traffic control were satisfactory.
 - The FAA was often on the airfield and nicely supported the contest.
 - The closing ceremony banquet swelled to over 200 attendees.



Lessons Learned / Positives/Negatives

- The video review process utilized a 65-inch TV monitor in the briefing tent when the schedule facilitated that opportunity. Based on the CD's experience at the US Nationals the last five years, the filming and the review process was outstanding. On the judges' line, a 42-inch monitor was used in a dedicated review tent, which was also satisfactory
- Wind limits should be briefed with precise clarity amongst the contest management team before the contest begins. On the first day, winds were at their limits, and there was not a clear understanding of the methodology to deal with and how to process & accept request for wind measurements. For example, the teams may request a new wind measurement every thirty minutes, but the actual authorization for an updated wind measurement comes from the International Jury. Further, authorizing a limit of 14 m/s is only permitted if the contest is in jeopardy of not being completed.
- The CD was encouraged and remains very appreciative of the tireless efforts of the judging team to be at the airport from dawn to dusk to help make the contest fit into our schedule the best way possible after the wind delays.
- Similar to most championships, first [78.506], second [78.478], and third [76.984] place, where decided by a very small fraction of a percent. The margin of victory for first and second place was 0.028 of a percent. This highlights the need for excellency in judging. The contest RI variances were excessively larger than the CD anticipated from the assigned judging community.



- The scores for the two warm up pilots for Program 1 were extremely disappointing from the CD's perspective. The two pilots flew multiple intentional hard zeros that were not appropriately accounted for by the judging panel.
- CIVA needs to decide how many years prior to the contest they will award the championships. COVID complicated this scenario for the 15th FAI Championships. Nonetheless, the WAAC 2023 was originally awarded four years in advance. The anxiety of the CIVA leadership expressed over the entry fees*, from the CD's perspective was greatly missed placed and more about the CIVA management's authority & rule book than the event. The WAAC 2023 was the second largest championship [WAC or WAAC] in the last decade and the largest ever held in the USA. Clearly, entry fees



were not an inhibitor to a strong turnout.

- *An entry fee increase was submitted at the 2022 plenary session, four years after the event was awarded. Per the session minutes this increase was approved at the 2022 session. This became a disproportional crisis in July when CIVA understood the fees were increased as they failed to review the submission. The organizer, within reason, must be permitted to adjust fees if the championship is awarded more than eighteen months before the event. CIVA cannot dictate the financial direction of the event. CIVA needs to honor their end of the contract and their own governance failures.
- The ability to run the contest is solely based on donations from third parties. The donation pool is fluid and cannot be nailed down years in advance.
- ➔ Several times during the contest, the French team management violated general sportsmanship protocol when they 'did not like the answer.' One example: the French coach asked for a wind measurement. The request per the rules was denied by the Chairman of the International Jury as ambient conditions by inspection were similar or diminished from the previous measurement. This coach immediately sought a wind measurement request from the international jury member who was from coach's nation.
- ➔ CIVA officials typically travel within Europe for the championships. When traveling internationally, there needs to be specific clarity expressed on the exact start times of the contest and accommodations required by the judges. This definition remains nebulous in the Organizer Agreement. The WAAC 2023 schedule was clear since the bid was awarded in 2018. Jet lag is what it is and needs to be dealt with accordingly. If officials need more time to recover than available by arriving the day before contest flying starts, that time is on their budget, not the contest organizer.



- The international jury's governance, from the perspective of the CD, was hindered by Pierre Varloteaux. There was cohesive contest management with the Chief Judge, CD, and two of the international jury members and then whatever Mr. Varloteaux felt like doing. This jury member, as an example, against the explicit request of the CD launched a WhatsApp group, that created confusion amongst the pilots and operators' group. The CD was assured all pilots had been included in the group. Initially only 58 members of the 110 people emailed daily with a plan of the day were in the group. It was good of Mr. Varloteaux to help write out the diplomas with help from Tamás Ábrányi at the banquet.

- As a postmortem, it is disappointing to learn that the Peter Celliers trophy is being held captive due to political issues in the world. This trophy is not owned by its last recipient. It is to travel to the current year champion. This refusal of the Russian delegation to proactively assist in getting this trophy to be fairly earned 2023 first place recipient is simply sad. This behavior continues to exemplify many of the political overtones that appear to occupy CIVA. The delegations claim of sportsmanship etc. due to their lack of the ability to participate should be held up in the mirror. Tommy Douillard won the event by flying better than everyone who attended. Give him the trophy.

- A Contest Narrative / Summary follows

Be safe,

-Dunc



WAAC 2023



The overall championship was won by French Pilot Tommy Douillard who beat out his teammate Vladimir Gras by 0.028 of a point. Third place went to Romania's Dan Stefanescu. (Gras [L], Douillard [C], Stefanescu [L])

Rank	Team	M/F	Pilot	Aeroplane	Registration	Fr/Known	Fr/Unkwn	F/Unk P2	F/Unk P3	Totals	O/all %
1	FRA	M	Tommy Douillard	Extra 330SC	330XS	2837.79	2516.66	2864.12	2874.36	11092.93	78.506
2	FRA	M	Vladimir Gras	Extra 330SC	N330XS	2719.98	2518.45	2940.21	2910.25	11088.89	78.478
3	ROU	M	Dan Stefanescu	Extra 330 SC	YR-EXB	2689.35	2488.85	2880.71	2818.93	10877.83	76.984
4	FRA	M	Jeremy Renard	CAP 232	FHLYK	2726.07	2429.50	2852.14	2827.12	10834.83	76.680
5	GBR	F	Mel Astles	Extra 330SC	N73KG	2719.00	2458.25	2760.43	2875.91	10813.59	76.529
6	ROU	M	Vlad-Alexandru Popescu	Extra 330SC	YR-EXC	2721.84	2440.14	2783.76	2761.05	10706.79	75.773
7	USA	F	Brittanee Lincoln	Extra 330SC	N330CZ	2618.69	2399.94	2821.13	2822.64	10662.41	75.459
8	USA	M	Kyle Collins	Panzl S-330	N330LS	2639.46	2427.00	2856.99	2728.66	10652.11	75.386
9	FRA	M	Paul Chesneau	Extra 330LX	N330AN	2684.10	2142.42	2863.98	2921.49	10611.99	75.103
10	USA	M	Mike Ciliberti	MXS	N10S	2618.91	2318.12	2711.88	2879.69	10528.59	74.512
11	ROU	M	George Rotaru	Extra 330SC	YR-EXB	2570.75	2331.32	2775.13	2845.91	10523.10	74.473
12	FRA	M	Maxime Orth	Extra 330LX	N330AN	2503.76	2363.37	2849.21	2782.49	10498.83	74.302
13	ROU	M	Teodor Munteanu	Extra 330SC	YR-EXC	2564.68	2330.29	2763.16	2768.17	10426.30	73.788
14	ROU	M	Mihai-Valentin Caval	Extra 330SC	YR-EXC	2622.39	2377.45	2810.45	2581.61	10391.92	73.545
15	ROU	M	Alexandru Eparu	Extra 330SC	YR-EXC	2676.66	2337.22	2695.39	2668.02	10377.30	73.442
16	USA	M	Marco Bouw	Sukhoi 31	N310BW	2532.30	2358.27	2765.77	2691.60	10347.94	73.234
17	USA	M	Matthew Dunfee	Extra 330SC	N330MD	2601.43	2341.82	2781.52	2621.88	10346.64	73.225
18	USA	M	Marty Flournoy	MX2	N540RH	2576.66	2458.66	2673.54	2584.49	10293.35	72.847
19	USA	M	Michael Lents	Staudacher S300	N540CG	2590.58	2327.23	2705.43	2641.03	10264.28	72.642
20	CAN	M	Luke Penner	Extra 330SC	C-FXLP	2657.93	2382.92	2490.28	2690.58	10221.71	72.340
21	CAN	M	Neil Harris	Giles G-200	C-GXRS	2466.95	2233.95	2657.80	2720.57	10079.27	71.332
22	LTU	M	Igoris Lobanovas	Extra 300S	N43DM	2498.05	2258.47	2659.99	2656.49	10073.00	71.288
23	RSA	M	Barrie Eeles	Extra 330SC	N330CG	2643.73	2240.08	2729.82	2328.29	9941.91	70.360
24	RSA	M	Tristan Eeles	Extra 330SC	N330CG	2451.43	2289.49	2610.21	2516.98	9868.11	69.838
25	CAN	M	Jerzy Strzyz	Sukhoi 26	C-GSUK	2475.88	2258.35	2706.29	2370.19	9810.70	69.432





The Team Championship was won by France followed by Romina and the USA.

WAAC 2023 Overall Team Results									
WAAC 2023, Jean NV, USA, Oct 24 - Nov 4, 2023									
Consolidated Results									
Rank	Country	Aeroplane	Registration	Fr/Known	Fr/Unkwn	F/Unk P2	F/Unk P3	Totals	O/all %
1 France									
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FRA	M Jeremy Renard	CAP 232	FHLYK	2726.07	2429.50	2852.14	2827.12	10834.83	76.680
								33016.65	77.888
2 Romania									
ROU	M Dan Stefanescu	Extra 330 SC	YR-EXB	2689.35	2488.85	2880.71	2818.93	10877.83	76.984
ROU	M Vlad-Alexandru Popescu	Extra 330SC	YR-EXC	2721.84	2440.14	2783.76	2761.05	10706.79	75.773
ROU	M George Rotaru	Extra 330SC	YR-EXB	2570.75	2331.32	2775.13	2845.91	10523.10	74.473
								32107.74	75.744
3 United States									
USA	F Britanee Lincoln	Extra 330SC	N330CZ	2618.69	2399.94	2821.13	2822.64	10662.41	75.459
USA	M Kyle Collins	Panzl S-330	N330LS	2639.46	2427.00	2856.99	2728.66	10652.11	75.386
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								30111.69	71.035





WAAC 2023



The event would not have been possible without the generous support of the WAAC 2023 sponsors. The pilot entry fees covered the operation cost for the pilot. An event of this size would be impossible to run without third party support.

The WAAC 2023 was held at the Jean airport twenty miles south of Las Vegas. This small airfield was well suited for the championships as it is lightly used by the general aviation community. Alas due to its light use, there was no infrastructure.

The WAAC 2023 'created' a tent city on the ramp with tents for the contest operations, briefings, and accommodations for each team. Power, water, and Wi-Fi were available throughout the event. Daily lunches and breakfast for the judges on the last three days were catered from local business. Over 1200 meals were provided.

The contest also provided outstanding video of each flight that was used by the judges similar to instant replay is used in professional sports. These scoring reviews were conducted on the judge's line with 42" monitor and also in the briefing tent using a high resolution 65" monitor. From the perspective of the CD, this is the best system ever employed at USA Championship and albeit with less experience, the WAAC /WAC attended by the CD. Judge line accommodation in the desert were also as comfortable as possible with tents for the Chief Judge's team and sun shelters for each of the eight international judging pairs.



Figure 1 - Jean Ramp



Figure 2 - CD Tent & Veranda



Figure 3 - Briefing Tent with 65" TV



Figure 4 - Opening Ceremony with Seventeen Nations and 110 Participants



Figure 5 - Brazil Team Sharply Dressed



6 - Closing Banquet at the South Point Casino & Hotel with 200 Attendees



Figure 7 – The WAAC 2023 was able to donate \$5000 to its beneficiary, the Figure 1 Foundation



The Figure 1 Foundation grants the appropriate funding, guidance, and access to the highest quality flight training available to people who otherwise may not have the means.

Furthermore, the foundation inspires pilots who are already on a career path with advanced flight training scholarships, giving them the experience needed for better job placement.



Figure 8 - Chief Judge Command Center



Figure 9 - Line Judge Station



FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE

The Fédération Aéronautique Internationale, FAI – The World Air Sports Federation, was founded in 1905. It is a non-governmental and non-profit-making international organisation, IOC-recognised, with the basic aim of furthering aeronautical and astronautical activities worldwide, ratifying international records and coordinating international competitions. After over a century of steady growth, FAI is now an organisation of more than 90 member countries, forming a strong network linking all those who participate in air sports worldwide.

FAI is committed to playing an active role within society through the promotion of air sports to improve health and safety, gender equality, education, innovation and environment.

Figure 10 -The contest is governed by the FAI



WAAC 2023



Go to <https://www.waac2023.com/photos-videos> For Some outstanding Photos and videos





WAAC 2023



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FIGURE 1 FOUNDATION



WAAC 2023



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