



EAAC 2022
CLINCENI 20th - 22 th SEPT



Chief Judges Report

Summary of key points to remember

- *The panel of judges was able to function in accordance with CIVA*
- *The atmosphere within the panel of judges was excellent and each judge acted with fair play.*
- *All the necessary equipment was available to facilitate the good work and the comfort of the judges*
- *Two available judge positions during the competition : South position better than East position*
- *The organization team were efficient in setting up the equipment.*
- *Many meetings with the judges were conducted during the competition, with excellent participation and interest.*
- *Equipment and powerful video team*
- *Two excellent Warm-Up pilots*

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I- Composition and operation of the panel of judges

1.1 - Composition :

CHIEF-JUDGE and 2 assistants

- JÉRÔME HOUDIER (FRA) Assisted by JEAN-CLAUDE LEBOULANGER (FRA) (figures) / SEVERINE MARTEAU (Paperworks)

7 JUDGES and 7 assistants



- ESTEBAN MOULIN (BEL) Assisted by ALAIN DUGAS (FRA)
- GALYNA SUPRUNENKO (UKR) Assisted by IRINA KUTSENKO (UKR)
- VIOLETA GEDMINAITE (LIT) Assisted by EUJENIJUS RAUBIKAS (LIT)
- GILLES GUILLEMARD (FRA) Assisted by WILLY GRUHIER (FRA)
- ELADI LOZANO (ESP) Assisted by GONZALO RODRIGUEZ (ESP)
- TIMO BARTHOIOLDI (FIN) Assisted by TULLA BARTHOLDI (FIN)
- STEVE TODD (UK) Assisted by Brian GLEAVE

1.2 - Operation :

- The panel of judges was able to function in accordance with the decision of the CIVA, for the entire duration of the competition. We evaluated 29 pilots for 4 programs to deliver the title of European champion, and other titles in accordance with FAI/CIVA rules.
- From my point of view, the atmosphere within the panel of judges was excellent and each judge acted with fair play.
- The pairs of judges were able to function correctly, to do a good job.
- All video reviews were conducted as required, with the good help of the panel of judges.

II- Judgment post location :

The organizer had done everything to facilitate the work of the panel of judges.

- We used the two available judge positions during the competition (South position, Est position).
- South position (most used) offered very good judging conditions according to the rules. East position, in a cornfield, was a bit off center. Not ideal but acceptable for doing a good job.
- All the necessary equipment was available to facilitate proper work and the comfort of the judges
- The organization team were efficient in setting up the equipment.



III- Judges meetings :

3.1 - Meeting before competition :

In order to harmonize the knowledge and common use of the judgment criteria, we held a meeting, lasting 1h30, before the competition :

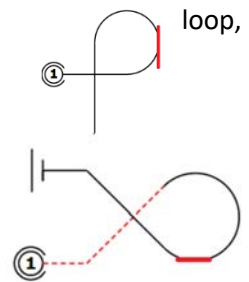
- Analysis and discussion from a question base (See Appendix)
- Harmonization of typical cases :
 - o This meeting took to highlight the differences in the application of rules.
 - o Example with loop, part of loop or radius where we could see clearly a establish horizontale ou verticale line on this part of figure.
 - For some: HZ with or without added figure
 - For the others: points deduction as top of the loop...



Examples :

- vertical line in the ascent of a loop in a P-Loop (different as a line at the apex of the case provided for in code 6 §B.9.10.3 – B.9.14.2 – B.9.17.2) : HZ or deduction of error

- Horizontal line in the bottom on the three-quarter loop : In this case we decided to don't apply a double penalite with HZ and added figure **but just HZ**.



After studying different cases, we collectively decided to apply a common rule for all competitors. Starting from the explanation that depending on whether the error line is in a vertical or horizontal position, there can be the same treatment. This common rule was well followed by the judges, because we encountered these cases during the competition.

3.2 - Short meeting after warmup pilot :

According to the rules §3.4.1.4, for each program and whenever necessary, the panel of judges was able to assess and discuss the marks after the Warmup flight.

It was recalled the importance of judging until the end of a figure even if the evaluation at the start of the figure could be a PZ or 00, because this evaluation could evolve towards another type of zero (0.0 or HZ) . It was also reminded to indicate as clearly as possible the reason for this note (non-compliant figure not being a sufficiently precise reason).

3.3 - Meeting figures programs :

For each program, the panel of judges met to discuss the criteria for judging figures imposed in each program. This work was done from the grid of figures of the FK and FU programs (depending on the case). The purpose of this meeting was to review the judgment criteria by figure of each programs, and to pre-activate these judgment criteria the day before the flight.

These meetings are essential for the cohesion of the panel of judges, but also for highlighting particular judging situations that we may encounter from one competition to another.

IV - Warm Up Pilots

We benefited from two excellent Warm-Up pilots : Andrei-Mihai SERBU and Laszlo FERENCZ. They were very efficient with great efficiency and perfect cooperation.

They flew different sequences from different countries to ensure diversity of programs.

V- Video recording



Video viewing was available at the judgment point on a big TV screen or on a large indoor TV screen.

The video team was equipped with two cameras to increase the chances of observing factual errors. This solution was appreciated , to highlight what the first video could not capture.

I would like to underline the availability and the quality of the work of this Team



Some situations to remember the judgment criteria

Question 1 : A judge thinks that a figure started behind him and he therefore gives an HZ for it. Is this a good way to grade?

Describe two other things that he is required to do in this case:

- a) **The judge shall mark the figure regardless the beginning of the figure (in front of or behind)**
- b) **The judge add the comment, "Behind" in the Remarks section of Form L/R/A**

§4.4.6.3 p 43 If the majority holds that the figure was started behind the judges, each judge shall change his/her mark to 'HZ' and all Form A's

Question 2 : A judge believes that a pilot over rotated a flick by 50°. Should he give a PZ or a 0.0 mark?

PZ

0.0

Describe one other things that the judge is required to do:

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

Question 3 :A pilot flies a figure in vertical position of the judges, such that the judge is unable to evaluate he accuracy of the flight path or attitude cannot reasonably be determined. The direction and the basic shape of the figure seems to be correct. What should the judge do ?

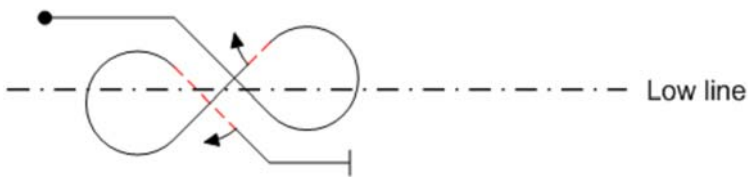
- A- Mark the figure with PZ
- B- Deduct 1 point per element of the figure which he is unable to judge
- C- Mark the figure with HZ
- D- Deduct 2 points per element of the figure which he is unable to judge**

B.4.1.3. a downgrade of 2 points should be applied for each element of the figure that cannot be properly assessed.

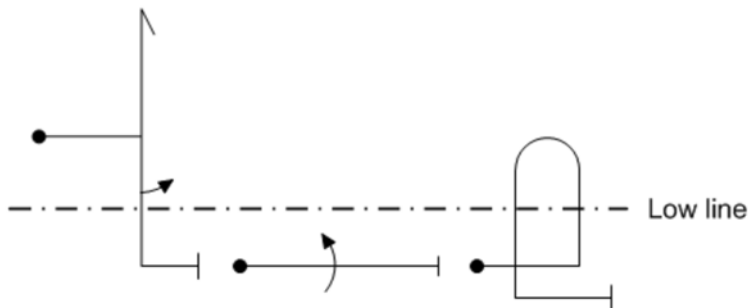
Question 4 : Before handing in your sheet of marks, what should you make sure has been completed?

Judge and pilote number - Write the justifications particularly for 0.0 – MHZ – HZ - Box letters that coincide with the mark box – Write penalties or no penalties (NP) in the appropriate case - Signature

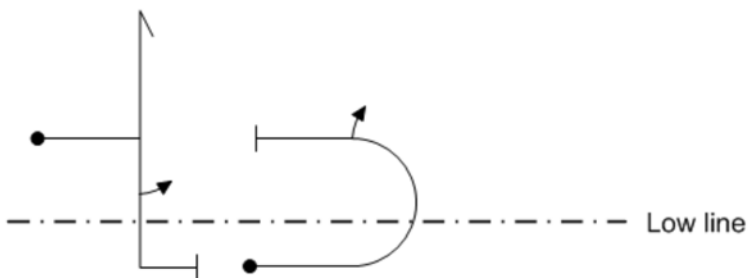
Question 5 : Please indicate how many "Low's" you would give in each of the following three cases:



Answer: **3** lows



Answer: **3** lows

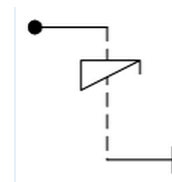


Answer: **1** low

Question 6 : The judge see a spin where the autorotation ends 60 degrees early and the aircraft is aileroned to the exist direction. What is the correct mark ?

Select one :

- A- PZ **B- 0.0** C- HZ



Question 7 : In a loop with a roll on the apex, the roll is flown on a recognizable but rather short horizontal line. What is the correct downgrade or mark to be given ? Select one :

- A- There is no downgrade. The pilote has flown the wrong figure and therefore gets a HZ
 B- 1 point
C- At least 2 points
 D- 2 points

B.9.10.3 At least 2 points – And also if the roll is not centred, it must be downgraded 1 point for every 5 degrees of the arc that it is off centred.

Question 8 : The pilot should fly a 180 degree rolling turn. The turn is finished with 35 degrees of roll missing. In other words : The turn is finished but the aircraft still has 35 degrees of bank. What is the highest mark you can give for this figure ? Select one :

- A- 3,0
- B- 7,0**
- C- 0.0
- D- 4,0

B.9.3.6 i Between 30° and 45° of roll is executed : 3 points / More than 45° to 89°=PZ / More than 90° HZ

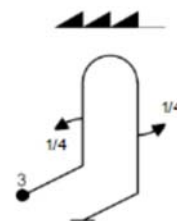
Question 9 : During a rolling turn with rolls in alternating direction, the pilot starts the reversing roll with a bank of 10°. What the downgrade to apply ?

Select one or more :

- A. 3 points
- B. 1 point
- C. 4 points
- D. 2 points**

Question 10 : For the following figure, started cross-box, what can the pilot do ?

- A- The figure must go into wind, as it is drawn**
- B- Go into wind or downwind

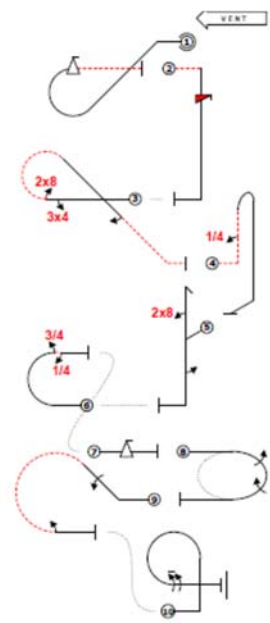


Question 11 : Situation sequence

After figure 5, the pilot executes figure 9, instead of figure 6. He wing rocks to interrupt. The pilot decide to restart figure 6 then continues until the end.

How can this sequence be judged? **HZ fig 6**

What penalty(s) apply? **1 interruption**



Situation sequence

Question 12 : Situation sequence

At the first figure, you see a short horizontal line at the bottom of the loop.

And on more time, at the figure 3, you clearly see a vertical line up on the loop.

How can this figure be judged? What deduction? **HZ fig 1 and 3**

What penalties apply? **No penalties or Insertion figure 1 ?**

