

AGENDA ITEM 12.1

REPORT OF THE CONTEST DIRECTOR

25th FAI WORLD GRAND PRIX
Zhukovski, Moscow, Russia
24-26 August 2007

Jean-Louis Monnet



Organisation

The 2007 Russian FAI World Grand Prix was initiated by Russian pilot, Viktor Chmal, and organised in conjunction with Project Sport, a Russian Sports Marketing Agency. The event was held within the framework of MAKS 2007, the International Aviation and Space Salon held every two years at Zhukovski (similar to Farnborough or the Paris Airshow).

The Grand Prix was displayed during the last three public days of MAKS, providing a great opportunity for an Aerobatic competition to be displayed to a large public audience of 600'000 (official numbers).

Facilities at the Event Site

MAKS provided a VIP tent, equipped with electricity and located in the business zone in front of the grandstand, close to catering facilities and toilets. We were also provided with a comfortable and quiet resting area, complete with lockup area for our belongings, adjacent to the pilot briefing building.

Competition music was broadcast to the pilots and the public audience, and live inboard camera footage was displayed on giant screens. Judges were provided with tables and chairs, shade was available.

Distances within MAKS were quite substantial, which meant an approximate 2-3 kms between the arrival gate and the aircraft/pilot briefing/rest area and our VIP tent. Considering our bus was denied access within the site, the organisers did their best to move everyone around with their private cars, but it was not efficient and created delays, especially getting to the bus at the end of the day.

No complaints were expressed, but this is a point to be addressed in the future when our transportation is denied access inside the airfield.



Hotel and Meals

Hosting was in a quiet, newly opened European style hotel, located 90 minutes by bus from the airfield.

Breakfast was taken at the Hotel. Lunchboxes or equivalent were taken on site of the show. Dinner was served at the hotel, except for the first two days (22 and 23), when a cold dinner box was provided due to the late arrival at the hotel after practice flights. This problem was then solved, no issue.

Aircraft and Pilots

9 solo pilots competed in the Russian Grand Prix: 6 Russian, including 3 male pilots (Mamistov, Chmal, Shpolyanskiy) and 3 female (Kapanina, Klimovich, Fedorenko), and 3 foreign pilots (Le Vot from France, Fantoba from Spain and Marmy from Switzerland).

Three Sukhoi 26 aircraft were rented from local Aero Clubs and offered to the 9 pilots to share. An additional aircraft was also available should there have been any technical issues. Project Sport also undertook third party liability insurance cover for all 9 pilots.

On this occasion, there were no other Russian aircraft available (4 aircraft were being disassembled for transportation to Japan) and the budget would not stretch to pay for assembly/disassembly costs and return freight of foreign pilots aircraft.

Five Judges and an International Jury were selected by CIVA. At the last minute, Graham Hill, Judge from UK, had problems with his vision and could not make it to Moscow. Due to the late notice and Russian visa requirements, CIVA tried to find a Russian replacement judge, but was unsuccessful. Graham Hill was then replaced by the International Jury member (Osmo Jalovaara) and we proceeded, without a Jury, like we have done on several other occasions in the past.

All technical issues were solved by Viktor Chmal who was the Technical Director of Project Sport, and we had a great support from all pilots, technicians and Judges, as well as MAKS organisers and Project Sport.

All pilots performed a minimum of two practice flights and two competition flights, the best of the two flights making the winner.

Media Reports

The media reports were essentially Russian, with good pre-event coverage mentioning the FAI World Grand Prix and some TV reports during the event in Russian papers and aviation magazines.



Svetlana Kapanina won the event, making her the first female to be the overall winner of an international aerobatic competition. This was a positive point for the media.

A DVD will be produced by Lionel Charlet in 2007, which will include a special clip about this event. The duration is not defined yet, probably around 10 minutes of spectacular pictures. More info will come via our website www.haute-voltige.com.

Conclusion

It was the first Grand Prix to be held in Russia and it had quite positive results when we know how difficult it is to raise money, transport people, get visas and achieve over 36 flights with only 3 aircraft without any problem and in the best conditions for the public audience.

It was an excellent promotion for the FAI, CIVA and the Grand Prix. And I understood that the pilots did not complain about this opportunity to promote themselves and the sport they love.

This could be successfully done, thanks to the involvement of Russian pilots and friends and I would like to express my deepest gratitude to them, and to the foreign pilots who agreed to come and share this moment with us.

Future Options

1. If Russia could do it, only on private funds, then other countries could do it.
2. Haute Voltige has no resources other than those provided by the organiser (we do not sell energy drinks or any product to make a fortune to be spent on aerobatics), so please do not expect us to find new countries for the Grand Prix if there is no will by local pilots to develop the event.
3. We will need to reduce the number of Judges and Jury member as organisers are reluctant to pay airline tickets and hosting for as many judges as pilots (usually 6 solo pilots). Therefore, our suggestion for the future (after 2007) is to reduce the panel of Judges down to 3, including one Chief Judge (also judging, no deletion for the highest and lowest marks), with no International Jury.
4. Our next event will be Motegi, Japan, a little bit jeopardised by the Red Bull Air Race that will be held in Australia the same week-end.