

AGENDA ITEM 14.1

REPORT OF THE CHIEF JUDGE

World Elite Aerobatic Formula
Constanta, Romania
9-12 July 2009

Quintin Hawthorne



Introduction

The event was held from 9-12 July 2009 in Constanta, Romania and was the third event of the aerobatic contest format devised by Jurgis Kairys. As opposed to the previous two events which were held in Al Ain as part of an airshow, this event was a stand alone contest performed along the beachfront at Mamaia, to the north of Constanta city. Mamaia is a beachfront area situated on a strip of land between the sea and a lake and caters for holidaymakers. The beaches are filled with sunseekers at this time of year and provide a captive audience for an aerobatic display of this nature. Once again, the organizers provided prize money which this year was reduced to \$10,000 for the winner. All costs for the participants and officials are borne by the organizers and judges are paid generous stipends.

The judging panel selected and ratified by CIVA consisted of:

- Quintin Hawthorne (RSA), Chief Judge
- John Gaillard (RSA)
- Kimmo Virtanen (FIN)

The Jury member was LG Arvidsson (SWE)
Scoring was performed by Rob Fry (NZ)
Contest Director was Jurgis Kairys (LIT)

The participants were:

- Renaud Ecalte (FRA)
- Svetlana Kapanina (RUS)
- Hubie Tolson (USA)
- Pierre Marmy (SUI)
- Tom Cassells (GBR)
- Castor Fantoba (ESP)
- Philipp Steinbach (GER)





- Zoltan Veres (HUN)

Comment on the proceedings

All contest activities were conducted according to the regulations governing the JK Formula, as adopted by CIVA. Local regulations were enforced to comply with flights over water, where the lower height limits were raised and penalties waived for gate height crossings, allowing the start and finish at higher altitudes over water.

Location

1. Airfield

Aircraft operations were conducted from Tuzla Airport, while the contest site was at Mamaia beach, some 35kms north of Tuzla. Emergency landing sites were prepared on the beach to the north of the contest venue, and diversions could be made to Constanta Airport, some 10kms from the venue, if needed. Suitable hangarage and maintenance facilities were provided at Tuzla.

Planning flights were allowed on Thursday afternoon 9th July, to allow pilots to familiarize themselves with the contest venue and to plan their fuel requirements.

2. Judging Position

The judging position was located on the beach at Mamaia, at the site of the Café del Mar. Very comfortable sofas were provided, with suitable shade umbrellas and refreshments. The area is surrounded by sunbathers. Two markers, in the form of buoys, were located in the water and formed the 'gates' required for the pilots to enter the aerobatic zone.

Contest Schedule

Detailed briefings were held each day at the airfield with all pilots, Judges and officials in attendance. The contest sequence was handed to pilots after the planning flights, and the same sequence would be flown for all contest flights.

1. Qualification – 10 July 2009

Adverse weather conditions resulted in the qualification flights being delayed and only to commence in the late afternoon. In order to expedite the proceedings, the judges were ferried to the contest venue by helicopter, as the road traffic congestion between the airfield and beach venue would have delayed proceedings unduly. These proactive arrangements by the contest management were most welcome.

All competitors were able to practice the set sequence in the 'box' before sunset, without incident. The scoring system was also tested at this time, successfully.

2. Contest Flight #1 – 11 July 2009

Weather conditions were perfect for flying (and beach) activities, however the forecast for the remainder of the weekend indicated that flying was likely to be adversely affected on Sunday. It was decided to amend the schedule and to conduct the first contest flight in the morning and the second one later in the afternoon. Flights were scheduled in reverse order to the results attained at qualification. There were no problems with the judging process, and final scores were available instantly after completion of the last flight. These were displayed on a big screen located on the beach. All flights were video recorded and there was no need to review any flights. Tom Cassells was disqualified for infringing the deadline by flying part of his Free programme overhead the public. All pilots were sufficiently capable of performing the contest flights safely.

3. Contest Flight#2 – 11 July 2009

Once again, the contest went ahead in ideal conditions and proceeded without any problems. The competition was fierce, as all the pilots had by now established how to get maximum points advantage. The final ranking could not have been predicted as the lead changed three times during this contest round. The commentator was excellent and provided interesting and exciting, fast paced commentary akin to more popular sports, and elicited spontaneous crowd applause.

4. Airshow – 12 July 2009

The forecast bad weather did not materialize, so an impromptu air display was held at the contest venue. The judges took up their position for posterity and to watch the show with a critical eye. The entire weekend's contest was shown live on national television.

Results

The final results;

		Flight 1	Flight 2	Result
1	Castor Fantoba SPA	157.16	39.97	39.97
2	Svetlana Kapanina RUS	51.43	42.94	42.94
3	Zoltan Veres HUN	71.08	50.37	50.37
4	Renaud Ecalte FRA	65.58	57.11	57.11
5	Pierre Marmy SUI	86.24	90.78	86.24
6	Hubie Tolson USA	88.00	183.58	88.00
7	Phillip Steinbach GER	104.31	94.54	94.54
8	Tom Cassells GBR	DSQ	154.85	154.85



Awards

An appropriate award ceremony was held on the beachfront promenade, followed by a dinner hosted by the mayor.

Conclusion

The contest was conducted in a safe and professional manner by all concerned. Special mention must be made of the contest management, who ensured that all logistics were in place to be able to conduct the contest to the highest standards. The flying was of a high quality, and the judges conducted their tasks professionally. Facilities, on the airfield and the beach, were exceptionally good. Accommodation for all was in a 4-star hotel, and transportation was adequate. The event received vast media exposure, including live national television coverage broadcast from temporary studios on the beach.

Special mention must be made of the reaction of the audience on the beach; they responded to the better flights with impromptu applause, and were clearly able to distinguish between ordinary and more complex figures. This had a lot to do in response to the comments of the announcer, who provided non-stop commentary for each flight.

My observation was that all of the criteria for this format had been met – “that it was easy for the audience to understand”, “that it was simple to judge” and “that it was sufficiently challenging for the pilots”. It must remain free from voluminous regulations designed to complicate matters, or to even replicate any CIVA classic format, despite any recommendations to the contrary.

My thanks are extended to the organisers, pilots, contest director and officials, and also the panel of judges for their co-operation in making the contest in Romania a great success. The website www.aerobaticformula.com has more information and pictures of the event.

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