



## **Contest Organisation Working Group Report**

During 2025 we have been able to view only a single dual-category power championship out of the normally expected total of three power and two glider events. We must not forget that we received no successful championship bids at all for 2025 events at the 2024 plenary conference in Athens, our sole gathering in Hungary for the combined Advanced and Intermediate categories developing from a late bid submitted for delegate approval by Tamás Ábrányi (HUN) some weeks after the conference. This inevitably led to an unusually short but intense period of hard work by the Hungarian management team, from which a highly appreciated event emerged to engage the 70 competitors at HévízBalaton / Sármellék Airport.

That this event occurred at all was a significant tribute to the local organising team, reference to contest director Tamás's report showing that an excellent standard was achieved in every aspect. We can also clearly recognise within this report the wide range of management and project challenges that a successful international aerobatic championship must now cover in order to raise a satisfactory level of interest from potential competitors worldwide. Gathering together the considerable number of willing and sufficiently experienced staff that are required to provide the services we expect throughout such an event is a daunting task, deep co-operation from a willing host airfield is essential, finance aspects are always a major concern, feeding so many people at an acceptable standard every day is an exercise fraught with potential issues, and in this case the lack of available hangarage could only be resolved by on-site construction of all the practical facilities to house so many valuable aircraft.

Once again it was clear that the internally sourced skills and knowledge freely given by people within CIVA was a crucial factor in making this pair of championships such a success. From the broader outside view however we must also recognise the ever growing list of demands, go/no-go thresholds and acceptability criteria that national and aviation regulations place upon such events in 2025. While we in CIVA direct our attention mostly to the technical and personal aspects of our sport it falls to our organisers to tackle head-on the complex management requirements an event like this brings, with very little room for failure.

The bottom-line therefore is that it is always the potential organisers and their NACs who provide the bedrock to make our sport actually happen, and for them our encouragement and support is vital. Next year we can look forward to a major effort from a team in America for the 33<sup>rd</sup> FAI WAC and to France for the 27<sup>th</sup> Unlimited and 14<sup>th</sup> Advanced glider aerobatic championships. Both nations clearly have the expertise and capability to make a great success of these events. At plenary we hope for news of bids to run the European versions of our power Advanced and Intermediate championships to ensure that 2026 can be a year of complete operations.

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CIVA COWG 2025