

## **AGENDA ITEM 8.1**

### **REPORT OF THE PRESIDENT OF THE INTERNATIONAL JURY**

**16<sup>th</sup> European Aerobatic Championships**  
**Hradec Králové, Czech Republic**  
**5-13 July 2008**



**Mike Heuer**

#### **Introduction**

The 16<sup>th</sup> European Aerobatic Championships (EAC) were held in Hradec Králové, Czech Republic on 5-13 July 2008. The EAC was organized by the Aero Club of the Czech Republic. Contest Director was Tomas Korinek and Chief Judge was Graham Hill (GBR).

**52 pilots from 19 countries** competed in the event. Seven of the pilots were independents. Detailed results can be found at the following website:

[www.civa-results.com](http://www.civa-results.com)

In addition to results, links are provided at this website to download the contest software in use at EAC (the ACRO program) and the contest data file.



The European Aerobatic Champion is **Mikhail Mamistov** of Russia (shown left). Mikhail flew Sukhoi SU-26M (RF00631) to victory. Mikhail has a long and distinguished career in aerobatics, having previously won the European and World titles as well as the World Aerobatic Cup in the Czech Republic just the month before EAC.

Team Champions were **(1) Russia , (2) France , and (3) Spain.**

My congratulations to all the winners.

## **The International Jury**

The International Jury specifically oversees the operation of the board of judges, the flight line, the meteorological observations, the computer scoring, and Line Judges. In other words, the Jury's work is principally concentrated on the operational areas of the competition itself. In addition, we hear complaints and protests, act on technical problems with competition aircraft, supervise briefings and drawings of lots, control the Unknown programmes, and hold meetings with the organisers as necessary. It is work which requires detailed knowledge of the wording and intent of the regulations.

Our Jury this year was comprised of LG Arvidsson (SWE) and Bob Chomono (FRA). I would like to thank each of them for their time and efforts. Each contributed in their own way and all spent long hours at the airport and willing to do anything necessary to properly carry out their duties.

## **Contest Operations & Facilities**

Line Judges were not in use at EAC.

The Scoring Office was run by Jürgen Leukefeld and Silvia Thole. As always, they did an excellent job of not only the input of scores from the judging line into ACRO but also handling all of the contest paperwork for the judging line. The scoring office was located in the old air traffic control tower.

Wind observations were made by balloon ascent. This was handled by David Kaftan who has been on hand at many other Championships and who provides unfailing, reliable service.



Briefings were held in one of the old military bunker-type hangars. This is where meals were also served at lunch and dinner. A breakfast buffet was also available.



Czech TV was also on hand for the event and live broadcast was viewable in the briefing hangar as well.

The Jury office was exceptionally well furnished, quiet, and private and located on the upper floor of the larger hangar.

The judging line was well equipped and described in the Chief Judge's report.



A registration desk and check-in was available at the back of the larger hangar and was always staffed by friendly and helpful ladies.

### **Arrival at the Contest**

I was met at Prague airport and transported to the contest site by car.

Graham Hill, Assistant Chief Judge, also arrived early and worked very hard with the organizers to go over numerous details regarding the judging line and aerobatic box.

Prior to the start of the competition, the Jury members were able to inspect the facilities and the competition setup. Graham's work precluded any necessity for Jury concern over the judging operation. There were some problems with one of the Judges' positions and the details are covered in the Chief Judge's report.

Box markings and the contest layout were excellent.

Communication was adequate. I was not issued a radio until some days after the start of the contest and mobile phones were not used by the Jury due to the expense. However, due to the tight layout of the site, this was not a huge problem. The Scoring Office was also not issued a radio at the beginning of the contest. This is highly recommended as scoring issues can quickly be sorted between the Chief Judge and the office. During those days when radio was not available, Jürgen Leukefeld could be seen running out to the line. I think he must have worn out some shoes.

### **Briefing for Judges**

A briefing for Judges was held on the first day and conducted by Graham Hill and Nick Buckenham. Nick and Jen Buckenham served as Assistants to Graham for the event. A currency examination was administered in accordance with the rules.

### **Judges' Position**

The Chief Judges' station was satisfactory and was in a tent with refreshment and video equipment nearby.

Video equipment was adequate though some video taping was done by our French lady friend to supplement the work of the organizer video operator. The Jury never had an opportunity to view any videos as there were no protests which required it.

Unlike past events, Jury members were not in constant attendance at the Chief Judge's station. With the reduced Jury size, the need for quick consultation on issues arising, and the high level of professionalism on the part of the Chief Judge and his staff, it was unnecessary. Jury members made random visits only.

## **Computer & Scoring**

The newly CIVA-approved ACRO scoring program was in use. Since Nick Buckenham was also on hand as one the Assistant Chief Judge, he was always available to deal with any issues or problems. Some issues did come up and these are covered in Nick's report in these Agenda Packages. They were quickly resolved.

Judging analysis reports were produced and provided the Chief Judge throughout the event. Individual judge analysis reports were given to Judges after the Championships were concluded at the Chief Judge's request. The Overall Analysis of the judging at EAC can be found as attachments to the Chief Judge's report in the Agenda Packages.

## **Unknowns**

Regulations concerning the selection of Unknown figures and teams submitting Unknown sequence proposals continue to work very well. Teams propose Unknowns in sufficient numbers to offer the Jury excellent choices. The sequences are usually well thought out and flyable. This year, several countries submitted Unknown proposals. Only one Unknown was flown due to weather delays.

The Jury did not receive any protests over the chosen sequence for the 1<sup>st</sup> Unknown. It is attached to this report.

## **Protests and Complaints**

There was only protest filed during EAC. Protest and complaint details and information regarding their disposition is as follows:

<b>Protestor</b>	<b>Summary</b>	<b>Jury Action</b>
Italy	The protest concerned a HZ for figure #9 in the Free Programme for Marco Bosoni. The figure was a Horizontal Eight with rolls on all three of the interior lines. On Form A and B, the figure was drawn correctly. On Form C, which was the Form held by the Judges that day because of wind direction, it was not drawn correctly. The pilot flew it as depicted on A and B. On Form C, rolls on the two interior lines had been reversed in the drawing and therefore the Judges awarded the pilot an HZ.	Protest Denied

## **Comments on the Protest and Proposals**

Our present rules regarding the checking of legality of Free Programmes are unsatisfactory. Two Free Programmes I know of (those of Victor Chmal and Marco Bosoni) were illegal or



incorrectly drawn. Mr. Chmal's had a repetition and the wrong K on a figure, thereby giving him points to which he was not entitled. Mr. Bosoni had an incorrect drawing on Form C, which was being used by the Judges that day and which resulted in a zero on the figure. This was subsequently protested but denied by the Jury.

Because of time constraints and lack of personnel, the organizers are always under a lot of pressure to check Free Programmes and Teams are not always prompt in submitting them to the organizers, thereby compressing the time available to do so even more. The results are mistakes slipping through that are not detected until it is too late.

Remember, the rules only require that Form B's be provided to Teams. Without a Form A to study, it is not possible for them to check Catalogue numbers and K factors. Once Programme 1 has begun, protests regarding the composition of any Free Programme is not allowed.

I would propose the following:

**Require that all Free Programmes be drawn using CIVA-approved software.**

As of today, CIVA only recognizes the Aresti programme by Alan Cassidy, however, Olan should be approved as well. While no software is perfect, this may cut down on errors with the added benefit of providing better quality drawings to the Judges. There are always a few Forms submitted by pilots which are difficult to read. Therefore, I propose CIVA:

**Require that a Form B be submitted that includes a table of Catalogue numbers and K-factors.**

**Olan be approved by CIVA as official sequence drawing software.**

This is already a part of the Aresti programme's functions and is promised for Olan if we make this a rule. This Form B would be separate from the Form B's held by Judges so as to not reduce the size of the sequence drawing.

We must improve the rules here. Pilots receiving points to which they are not entitled is just not satisfactory given the narrow gap in points between top pilots. Our present system actually is an incentive for pilots to submit illegal Frees -- if they do not get caught, they get extra points. If they are caught, they just change it. It is also a pity when pilots lose points when Forms are incorrectly drawn.

Another reason to require the computer software was the rather surprising problem our Scoring Office had with Super Families. Four (4) of the pilots had incorrect Super Family numbers on their forms. Fourteen (14) pilots did not have any Super Family numbers at all. The Aresti software provides these SF numbers and greatly reduces the workload in the scoring office.



## **Order of Flight and Cuts**

One of the major controversies of EAC which resulted in a meeting with Team Managers was the Jury's interpretation of CIVA rule 4.1.7.2. This rule is as follows:

*4.1.7.2. In Programmes 1, 2, and 3, the competitors will be divided into three equal groups. If the number of competitors is not a complete multiple of three, the highest ranking group will be enlarged to include the excess pilots. The groups will be based on provisional accumulated overall results after the previous programmes. The results of Programme Q will only be used with respect to Programme 1. The order of flight in each group will be determined by drawing of lots as described in paragraph 4.1.7.1. The flight order of the groups will be the reverse of their rank. (The flights start with the group of the lowest scores). Notwithstanding this rule, if there is a shortage of time to complete the last remaining programme, flying can be reversed with the top ranking group flying first. The lower ranking groups would fly only if time so permits. The drawing of lots may be made by a CIVA-approved random programme, if one is available, under the supervision of the International Jury.*

Because of weather problems, EAC incurred many delays. The Jury took the decision to invoke that last part of 4.1.7.2 which permits flying the highest ranking pilots first "... if there is a shortage of time to complete the last remaining programme ..."

It was clear the "last remaining programme" was going to be the 1st Unknown as we were running out of time. It was not clear from the forecast if we were going to be able to fly everyone in the programme.

Further, 4.1.7.2 also states that the "lower ranking groups would fly only if time so permits". My interpretation of this was if we never got to the lowest ranking pilots due to lack of time, the flight programme would still be valid.

The Team Managers objected to this interpretation. The Jury decided to go ahead with normal flight order in order to maintain a bit of peace and harmony on the airfield, though I stand by my original interpretation of the rule.

The Jury interpretation of this rule is further reinforced by a reading of the original Italian Proposal #1 made at the CIVA plenary in 2005 as follows (note that rule number references are no longer valid because of our re-organization of the regulations the subsequent year). It was to be valid for both Advanced and Unlimited:

*1.1.7.2. For Programmes 1, 2 and 3 the competitors will be divided into 3 equal groups. The groups will be based on the provisional accumulated overall results after the previous programmes. The results of Programme Q will only be used with respect to Programme 1. The order of flight in each group will be determined by drawing of lots as described in paragraph 1.1.7.1. The flight order between groups is reversed to their rank. (The flights start with the group of the lowest rank). Nevertheless, for the last expected programme in case of time shortage, the flight*

*can start with the top-ranking group. The lowest ranking group would fly only if the time left permits it.*

The wording of the proposal is different than the rule that appears in Section 6. The word "expected" is used in the original proposal and does not appear in the rule. This should be changed if there is to be no doubt as to what is to occur. This what CIVA agreed at plenary (see page 6 of the 2005 Minutes). In addition, the Italian proposal calls for the last "group" of pilots to be cut.

I believed this proposal to be a good one at the time and still do today. Indeed, if CIVA did not believe that putting the best ranking pilots first and then flying as many of the pilots as we could in the remaining time was not a good idea, why would it have been agreed? There would be no sense in altering the order of flight to finish a flight programme if this was not the intent of the proposal agreed by CIVA.

The Team Managers, however, were also correctly concerned about finishing a flight programme and then beginning another on the same day when top-ranking pilots would have flown in the last group, which is normal procedure, and then be reversed in the next programme and fly in the beginning group. This would place their flight times much too close together. I agreed with this view.

I propose the following:

**The wording of 4.1.7.2 is changed to reflect the adoption by CIVA of the 2005 Italian Proposal #1.**

**Further, that the 6 hour rest period between flights for pilots include the times between all flight programmes. Current rules only specify between Unknowns.**

The "hors concours" pilots were placed at the very end and told them they would be cut if we ran out of time. This practice should remain as well. In no case should an "H/C" pilot have priority over a normal entry if time is a problem.

### **"Hors Concours" Pilots**

As is the usual practice, the EAC organizers opened the competition to pilots from non-European countries. These pilots have been called "solo" or "independent" entries in the past. However, this terminology has led to some confusion. I propose:

**Competitors not representing their NAC at an FAI World or Continental Championships be designated as "Hors Concours (H/C)" pilots with the exception of FAI Applicants. They will pay normal entry fees and be treated as other competitors. In the event of time constraints, however, they can expect to be shifted in the order of flight or deleted from flight programmes altogether at the discretion of the**



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**International Jury. H/C pilots will appear in the final results but will not be ranked or eligible for any awards or medals.**

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It should be noted that FAI Sporting Code, General Section, deals with "FAI Applicants" and "International Teams". However, these rules apply to competitors who are unable to represent an NAC. These rules were written to permit competitors to obtain an FAI Sporting License directly from FAI if they did not have an NAC or it was in bad standing. By spelling out what an H/C pilot is, we can eliminate some confusion. The same questions come every year from both pilots and organizers.

### **Medals and Diplomas**

For those present at the awards ceremony in Hradec Králové, you may have noticed that Svetlana Kapanina was recognized by the organizers as the "top placing woman". However, she was not recognized as being the "Overall Women's European Champion". Rule 1.3.1.6.(c) requires that 6 female pilots be present to declare an Overall Champion, though medals in the various places are still awarded.

Each individual flight programme should be broken down into Men's and Women's divisions and "organizer" medals presented accordingly, but this depends on how you interpret 4.5.1.2.(b).

To further complicate matters, FAI intends General Section 3.5.3.1 to mean that in order for a Championship to be valid, 4 NAC's must enter a "classification". In other words, we must have women from at least 4 countries to have a Championship in that gender. If there are less than 4 (which did not occur at EAC), then the women go into the overall standings but no women's medals or titles are presented. This rule can be waived by the Air Sports Commission concerned.

Our rules on "mixed gender" teams, which we applied this year at EAC, only apply to Teams and not to the broad gender classifications. There are actually two Championships underway at a WAC or EAC. One is for the Men's division and one for the Women's. Without adequate entries in one of these, according to General Section, the Championships in that classification cannot take place.

These rules are complicated as well as the awards-giving and in my view, the only way out of this morass is to eliminate the gender classifications in Unlimited. If we do not have 4 countries enter women at the WAC next year, given FAI's interpretation of General Section, the women could not receive separate medals without CIVA approval. However, in accordance with a promise made to the plenary in Bled, Slovenia in 2000, I will not make any proposals with regards to gender. I do propose the following:



**CIVA waive the requirements of General Section 3.5.3.1 and reduce it to 3 countries. Further, that 1.3.1.6.(c) be reduced to 5 pilots for an Overall Champion to be named in the female class.**

As a matter of note, we do present medals to all of the pilots, as well as Team Managers, of winning Teams (FAI Gold, Silver and Bronze). This is at variance with the way rule 4.5.1.2(c) is currently written. This was done on our instructions to FAI. These medals should not be given to Team Managers only and FAI has created them for the winning pilots as well. I propose the following:

**Rule 4.5.1.2.(c) be changed to make it identical to the rules for World Championships. The top 3 pilots of the winning Teams (first, second, and third) be awarded FAI Medals and Diplomas in addition to the Team Manager.**

All of the above “boxed” items were provided to the CIVA Rules & Judging Sub-Committees as Urgent Proposals prior to their meeting in Pendleton. They can be found in the Urgent Proposals document that is in the Agenda Packages.

### **Technical Issues**

There were no significant mechanical issues with aircraft during EAC.

The Czech pilot Martin Sonka had an engine stoppage during a tailslide and was allowed a re-fly by the International Jury. There were a few other minor issues that were quickly resolved during the competition.

### **In Conclusion ....**



The contest was very well run and the facilities at the airfield were excellent. I enjoyed working with Tom Korinek, the Contest Director, who despite considerable back pain during the contest, never showed it. He was cooperative, helpful, and listened to suggestions. I am always astonished at the really good people our sport has in the various contest organizations and aerobatic federations.

Graham Hill's attention to detail and his concern about the quality of the judging was very apparent. His professional handling of the

judging line precluded any need for significant Jury attention to his area of responsibility. His briefings and de-briefings were effective.



## **CIVA 2008 Salzburg, Austria**

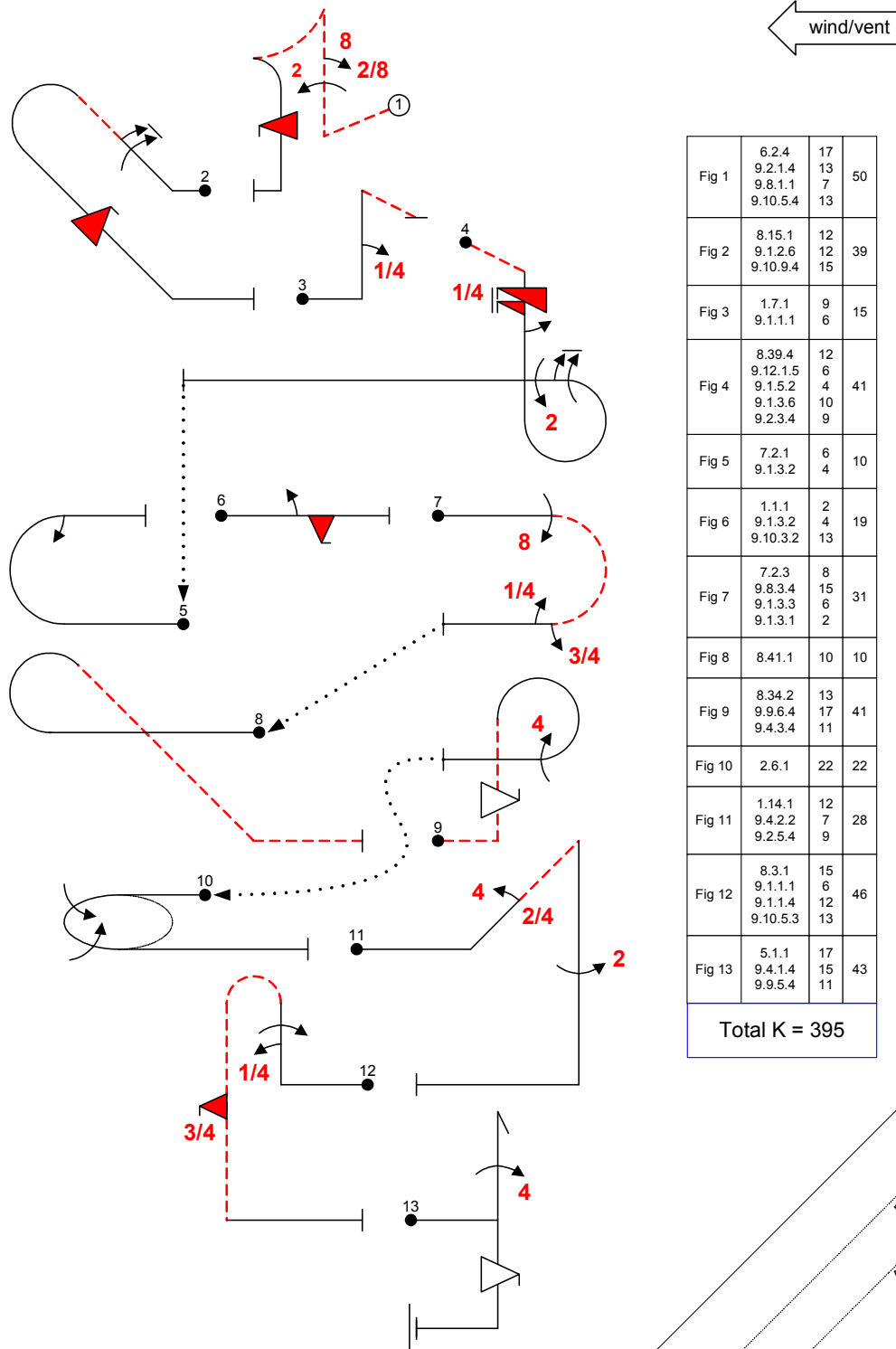
Many of the Czech people we came in contact with, in the contest office and on the flight line, were first rate. It is an experience we will always remember.



16<sup>th</sup> FAI EUROPEAN  
AEROBATIC CHAMPIONSHIP  
Hradec Králové, Czech Republic  
2008, July 5 – 13



<b>16th European Aerobatic Championship 2008</b>		<b>FORM B</b>
Pilot ID #	<b>Unlimited 1st Unknown</b>	Flight #





## CIVA 2008 Salzburg, Austria

### Official Results and Final Standings

16th FAI European Aerobatic Championships - Hradec Kralové, Czech Republic - 5 thru 12 July 2008

Jury President: Mike Heuer

Contest Director: Tom Korinek

Chief Judge: Graham Hill

Rank	Nat	M/F	Pilot		Aircraft Type	Registration	Prog Q	Free	Unknown #1	Totals	O/all %
1	RUS	M	Mikhail Mamistov		SU 26M	RF00631	3093.18	3749.43	3641.74	7391.17	79.05
2	FRA	M	Renaud Ecalle		E 300SC	D-EXSC	2909.44	3731.64	3623.45	7355.09	78.66
3	RUS	M	Oleg Spolyansky		SU 26M	RF00665	2955.70	3698.03	3630.24	7328.27	78.38
4	RUS	F	Svetlana Kapanina		SU 26M	RF01059	2859.87	3717.90	3591.00	7308.90	78.17
5	RUS	F	Elena Klimovitch		SU 26M	RF00631	2966.43	3746.09	3561.47	7307.56	78.16
6	ESP	M	Castor Fantoba		SU 26M	EC-HPD	2955.22	3570.31	3589.81	7160.12	76.58
7	FRA	M	Nicolas Ivanoff		Cap 232	F-GMRG	2833.00	3625.91	3533.23	7159.14	76.57
	USA	M	Michael Racy	H/C	SU 26M	RF00631	2748.79	3591.55	3546.65	7138.20	76.34
8	RUS	M	Alexanter Krotov		SU 26M	RF00665	2892.02	3694.22	3414.76	7108.98	76.03
9	RUS	M	Andrey Bepalov		SU 26M	RF00665	2685.19	3521.26	3526.38	7047.64	75.38
10	GBR	M	Tom Cassells		Cap 232	F-GOTC	2642.92	3503.34	3440.13	6943.47	74.26
	CAN	M	Pete McLeod	H/C	E 300S	N8JX	2743.63	3520.00	3372.10	6892.10	73.71
11	RUS	M	Anatoly Belov		SU 26M	RF01059	2469.17	3400.36	3464.02	6864.38	73.42
12	FRA	M	Francois Le Vot		E 300SC	D-EXSC	2750.40	3336.01	3491.98	6827.99	73.03
13	ESP	M	Juan Velarde		SU 26M	EC-HYU	2611.81	3266.64	3414.72	6681.36	71.46
14	FIN	M	Sami Kontio		Cap 232	OH-SKA	2466.74	3414.50	3220.67	6635.17	70.96
	RUS	M	Alexander Grevtsev	H/C	SU 26M	RF01059	2450.01	3360.57	3222.29	6582.86	70.40
15	GBR	M	Gerald Cooper		Cap 232	G-SKEW	2773.56	3519.75	3060.92	6580.67	70.38
16	RUS	M	Victor Chmal		SU 26M	RF01059	2747.20	3553.62	3011.38	6565.00	70.21
17	CZE	M	Martin Sonka		SU 31	OK-HXB	2605.69	3225.63	3336.28	6561.91	70.18
18	CZE	M	Martin Muck		SU 31	OK-HXB	2584.31	3348.20	3175.66	6523.86	69.77

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19	GER	M	Matthias Dolderer		E 330SC	D-EXMD	2673.21	3275.02	3247.63	6522.65	69.76
20	FRA	F	Kathel Boulanger		SU 31	RA3325K	2748.87	3518.17	2998.14	6516.31	69.69
21	LIT	M	Antanas Maciukaitis		SU 31	LY-NER	2447.15	3245.54	3258.21	6503.75	69.56
	AUS	M	Matt Hall	H/C	E 300S	N8JX	2725.03	3452.65	3020.12	6472.77	69.23
22	FRA	M	Alexandre Leboulanger		Cap 232	F-GMRG	2497.15	3233.56	3198.30	6431.86	68.79
23	SUI	M	Pierre Marmy		SU 26	HB-MSO	2781.36	3285.63	3129.65	6415.28	68.61
24	GBR	M	Nick Onn		SU 26M	EC-JRQ	2687.58	3187.47	3222.75	6410.22	68.56
25	GER	M	Alexander Stegner		E 300S	N600YS	2270.58	3057.16	3263.90	6321.06	67.60
	CAN	M	Doug Jardine	H/C	SU 31	LY-NER	2452.86	2910.40	3388.78	6299.18	67.37
26	ISR	M	Michael Golan		Xtreme 3000	D-EYKS	2548.44	3411.43	2786.54	6197.97	66.29
27	ESP	M	Anselmo Gamez		SU 26M	EC-HYU	2512.14	3150.28	2954.31	6104.59	65.29
	JPN	M	Yoshihide Muroya	H/C	E 300S	N8JX	2525.01	3031.12	2929.18	5960.30	63.75
28	SUI	M	Hanspeter Rohner		Cap 232	F-GXCP	2436.26	2916.26	2957.02	5873.28	62.82
29	GER	M	Martin Albrecht		E 300SHP	D-EXMT	2409.81	3045.15	2820.38	5865.53	62.73
30	GER	M	Philipp Steinbach		Xtreme 3000	D-EYKS	2567.25	2789.99	3049.56	5839.55	62.46
31	ESP	M	Jorge Macias		Staudacher S300	N540SE	1882.28	2977.42	2812.08	5789.50	61.92
32	HUN	M	Zoltan Veres		E 300S	HA-NEM	2562.08	2772.18	2985.58	5757.76	61.58
33	ITA	M	Gian Franco Cillario		Cap 232	F-GGYZ	2020.86	2757.91	2979.42	5737.33	61.36
34	CZE	M	Jan Adamec		SU 31	OK-HXB	2271.40	2703.64	2973.28	5676.92	60.72
35	ITA	M	Sergio Dallan		SU 31	I-JECT	2727.68	2700.05	2973.73	5673.78	60.68
36	ITA	M	Marco Bosoni		SU 31	I-JECT	1707.35	2691.23	2915.36	5606.59	59.96
37	ESP	M	Juan Socias		SU 26M	EC-JRQ	2472.06	2850.07	2752.18	5602.25	59.92
	BRA	M	Adilson Kindlemann	H/C	E 300S	N600YS	2295.29	2552.78	2983.40	5536.18	59.21
38	GER	M	Matthias Jahn		Cap 231	D-EFYS	2064.32	2767.82	2678.60	5446.42	58.25
39	PRT	M	Antonio Ideias		E 300S	N80LA	2348.43	2823.80	2597.68	5421.48	57.98
40	GER	M	Heiner Sauels		E 300SP	D-EXHS	2403.55	2800.63	2616.94	5417.57	57.94
41	GER	F	Heike Sauels		E 300SP	D-EXHS	2168.05	2573.78	2442.06	5015.84	53.65
42	ITA	F	Irene Pasini		SU 26M	EC-JRQ	1595.20	2632.30	1744.23	4376.53	46.81
43	CZE	M	Jan Rozlivka		SU 31	OK-HXC	2400.83	3093.48	999.41	4092.89	43.77



**CIVA 2008  
Salzburg, Austria**

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44	ITA	M	Andrea Fossi	Cap 231	F-GGYQ	1891.57	1463.97	2618.86	4082.83	43.67
45	ITA	M	Francesco Fornabaio	E 300	D-EPOI	492.22	1601.55		1601.55	33.37

Scoring Director: Jürgen Leukefeld (GER). Judges: Jiri Duras (CZE), Johannes Graf (GER), Luis Alvarez (ESP), Vladimir Kotelnikov (RUS), Georges Brocard (SUI), Timo Bartholdi (FIN), Helmut Stas (POL), Francis Itier (FRA), Vytautas Tautkevicius (LTU).

Aerobatic Contest Results Organiser, Version 1.1 build 180-08

Calculations by FairPlay (non-scoring CJ) method

This report created at 12:46 on 15 July 2008

Team Results





16th FAI European Aerobatic Championships - Hradec Kralove, Czech Republic - 5-13 July 2008

Team Results - Men

Jury President: Mike Heuer

Contest Director: Tomas Korinek

Chief Judge: Graham Hill

				Unknown		
			Free	#1	Totals	O/all %
1	Russia					
RUS	M	Mikhail Mamistov	3749.43	3641.74	7391.17	79.05
RUS	M	Oleg Spolyansky	3698.03	3630.24	7328.27	78.38
RUS	F	Svetlana Kapanina	3717.9	3591.00	7308.90	78.17
						22028.34
2	France					
FRA	M	Renaud Ecalle	3731.64	3623.45	7355.09	78.66
FRA	M	Nicolas Ivanoff	3625.91	3533.23	7159.14	76.57
FRA	M	Francois Le Vot	3336.01	3491.98	6827.99	73.03
						21342.22
3	Spain					
ESP	M	Castor Fantoba	3570.31	3589.81	7160.12	76.58
ESP	M	Juan Velarde	3266.64	3414.72	6681.36	71.46
ESP	M	Anselmo Gamez	3150.28	2954.31	6104.59	65.29
						19946.07
4	Great Britain					
GBR	M	Tom Cassells	3503.34	3440.13	6943.47	74.26
GBR	M	Gerald Cooper	3519.75	3060.92	6580.67	70.38
GBR	M	Nick Onn	3187.47	3222.75	6410.22	68.56
						19934.36




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5		Czech Republic				
CZE	M	Martin Sonka	3225.63	3336.28	6561.91	70.18
CZE	M	Martin Muck	3348.2	3175.66	6523.86	69.77
CZE	M	Jan Adamec	2703.64	2973.28	5676.92	60.72
						18762.69
6		Germany				
GER	M	Matthias Dolderer	3275.02	3247.63	6522.65	69.76
GER	M	Alexander Stegner	3057.16	3263.90	6321.06	67.60
GER	M	Martin Albrecht	3045.15	2820.38	5865.53	62.73
						18709.24
7		Italy				
ITA	M	Gian Franco Cillario	2757.91	2979.42	5737.33	61.36
ITA	M	Sergio Dallan	2700.05	2973.73	5673.78	60.68
ITA	M	Marco Bosoni	2691.23	2915.36	5606.59	59.96
						17017.70

Scoring Director: Jürgen Leukefeld (GER). Judges: Graham Hill (GBR), Jiri Duras (CZE), Johannes Graf (GER), Luis Alvarez (ESP), Vladimir Kotelnikov (RUS), Georges Brocard (SUI), Timo Bartholdi (FIN), Helmut Stas (POL), Francis Itier (FRA), Vytautas Tautkevicius (LTU).

Aerobatic Contest Results Organiser, Version 1.1 build 180-08  
 Calculations by FairPlay (non-scoring CJ) method  
 This report created at 15:53 on 15 July 2008