

AGENDA ITEM 7.1

REPORT OF THE PRESIDENT OF THE INTERNATIONAL JURY

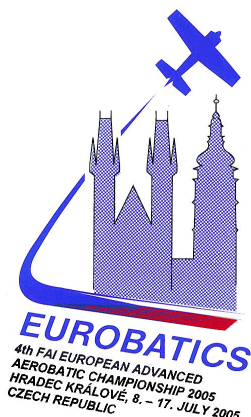
Osmo Jalovaara

IV. ADVANCED EUROPEAN AEROBATIC CHAMPIONSHIPS Hradec Králové, Czech Republic



Introduction

The 4th Advanced European Aerobatic Championships were held in **Hradec Králové, Czech Republic** on 8 – 16 July 2005 under the direction **Jiri Koblíček**, President of the Aero Club of Czech Republic and Vice-President of CIVA. When nobody else volunteered to organize this contest, Jiri again felt it to be his duty to accept the challenge and not let the chain break. On the whole he and his team succeeded exemplarily, meeting all high standards of a good contest thus continuing the long tradition of the Czech aerobatic community.



45 pilots from **13** nations competed in Hradec Králové. **7** full national teams were present. In AEAC 2003 the number of competitors was 42 from 17 countries, notably the four Nordic countries missing totally this time.

The winner of the AEAC 2005 was for the second consecutive time **Gerard Bichet** from France flying a CAP 231. Winners of the team competition were (1) **Russia**, (2) **France** and (3) **Czech Republic**. My congratulations to all the winners.

The specialities of this contest were the new aircraft types, which were allowed to compete for the first time in the Advanced category since the CIVA ruling of 2003. Of the **total 27** aircraft present, **14** were newly allowed types: **8 CAP 231**, **5 Extra 300L** and one **Yak 54**. Three loyal biplane pilots flew their Pitts and Ultimate despite the common idea that the monoplane has an advantage on biplanes in performance. However, the new previously Unlimited category aircraft occupied the result list at both ends thus proving that a high performance airplane is not enough to warrant a good placing in an aerobatic contest. Judging from the experience of this contest, the new types did not revolutionize the results. They rather filtered naturally down from the Unlimited category being already handicapped there and passed by the latest technological development. Still, the final

judgement of the new ruling can be given only after the Sukhois have shown up in the Advanced contests.

International Jury

CIVA had appointed the following Jury: Michael R. Heuer as President, Ernst Paukner, Robert Chomono, LG Arvidsson, Osmo Jalovaara as members and Elena Klimovich as an alternate. As Mike Heuer was not able to attend the contest, Osmo Jalovaara was appointed as the President of Jury. When at her arrival Elena Klimovich informed that she was committed as an Assistant Judge on the judging line, there was only a 4-man Jury left. Because there were no line judges and the center of action was confined on a rather small area, there were no capacity problems with a thinly manned Jury. Everyone and each member of the Jury did his job dutifully, competently and in a good spirit that didn't leave anything to desire from the part of the Jury President. I thank the members of the Jury for their good work and pleasure of working together with all of them.

The room allocated for the Jury was some 250 – 300 metres from the flight line/meteo. The distance rendered the room rather useless during the whole contest. The jury needs a centrally located room where it can convene swiftly when needed without time consuming transfers. There were three public computer stations made available for all participants of the contest for their internet traffic, results reading etc. The jury had to use mainly these same three stations. It is highly desirable to make one private line available for the Jury, preferably in the Jury room, for the necessary and often urgent mails of the Jury.

Prior to the contest the Jury President arranged a meeting with the Contest Director where all main aspects of the contest were discussed and checked. Everything was found to be satisfactory. The Contest Director and Jury President made a flight to check the box where a few markings were found slightly out of line. They were consequently relocated to their correct positions.

Judging line

There was the required minimum of seven judges present under the leadership of the Chief Judge Pavol Kavka. All of them were current and several rather experienced. The CJ held a short lecture for the judges about the judging criteria before the contest started. Only one judging location was used during the whole contest. There were no complaints regarding the working environment of the judges. However, the organizers should never underestimate the significance of the fair amount of timely refreshments and snacks at the judging line to the successful completion of the contest!

The CJ had a sufficient amount of assistants for the numerous tasks at his position. The video team was present. However, it should be noticed that it is very difficult, almost impossible to get a satisfactory result with a handheld camera without a tripod. There were however rather few instances where a video was needed.

Our intention was to test the new JPI system this year. However, the information obtained in AEAC was not satisfactory, because the Chief Judge did not produce the Hard Zero data in any other flight but Programme 1. HZs are one of the most important elements in JPI scrutiny, and therefore they must be provided complete in the future.

The TBLP system, like the planned Fair Play System, aims for the elimination of biased judging. Both of these systems are based on the hypothesis that biased judging/scores are distributed randomly among the competitors. However, a closer study shows that this not nearly always the case.

In order to get an idea of the real situation I took all flights of the largest teams, i.e. the Russian, German, Czech and French teams, divided the TBLP windows (indicating scores that had gone through the TBLP process) in three equal zones: upper, central and lower and then counted how many of the judge's scores hit each of the three zones. Five judges were included in this study representing the four countries above: Bajzic (CZE), Drokina (RUS), Graf (GER) and Zumaglini (FRA) plus for comparison purposes Mochalina (UKR) who had only one pilot that did not complete the contest.

If the judge is neutral, the majority of his/her scores should hit the central zone of the window, and/or the amount of scores in upper and lower zone should be rather even. Any biased judging is easy to perceive after the count. The unbalanced (biased) judging is indicated in the following table with red colour. Good balance and judging with green. Remarks or questions are indicated with orange. A neutral judge without an own team can get only green or orange. If the upper and lower zones are not quite balanced, but the central one is more than 50% of the total, the judge gets only orange, not red. The result of the study is tabled on the next page.

	RUS	GER	CZE	FRA	COMMENTS
Bajzic CZE	3	3	15	3	Very good: GER
	16	24	8	13	Quest: RUS and FRA
	11	5	1	8	Unacceptable: CZE
Drokina RUS	21	4	3	1	Very good: CZE
	8	17	19	10	Quest: GER
	1	11	2	13	Unacc: RUS and FRA
Graf GER	5	16	9	5	Good: RUS and FRA
	16	12	10	12	Unacc: GER
	9	4	5	7	
Mochalina UKR	11	8	3	6	Good: GER and FRA
	14	18	10	15	Quest: RUS and CZE
	5	6	11	3	

	1	2	2	9	Very good: RUS and GER
Zumaglini FRA	23	24	13	13	Quest: FRA and CZE
	6	6	9	2	

Contrary to the common belief, the judges are human beings and thus fallible. This table shows that the judges have a tendency to favour their own pilots. Typical total K-factors in Advanced programs are 275 (Q), 340 (Free) and 330-350 (Unknown). An average TBLP-window of a pilot is about 250 points. This gives an opportunity to a biased judge to increase by 0,5 the score of his own pilot in two thirds of figures. The same applies to downgrading of the toughest competition. As a result the judge can increase/decrease his/her personal total score by about 100 points, meaning a difference of + - 15 points in the final score in one flight with seven judges. In a contest with three flights this means a total difference of $3 \times 15 \times 2 = 90$ points. A difference of 90 points to a neutral judging can remarkably change the final results, when regularly the difference between two nearest pilots is only 10-30 points. With the present calculation method this is possible and legal but certainly against the spirit and moral of the contest and its rules.

Still a neutral treatment of the competing (foreign) team is quite possible, if the judge tries to maintain neutrality. However, a simultaneous extreme favouring of one's own pilots and a gross disfavouring of the most potential competing team is difficult to perceive as accidental. This is absolutely not acceptable at the judging line. It calls for a drastic and immediate action by the jury. **Because neutrality is absolutely essential for a judge, based on this study, I propose this check to be included in the Fair Play System and also as a component in the JPI calculation.**

Computer and scoring

There was one room reserved for Michel Dupont and computers in the same hangar where the briefings were held. The scoring functioned well as is the usual case with Michel. However the speed of the calculation process depends to a great degree on the quality and speed of the raw score delivered to the computer room. Paying attention to this kind of detail is a very important duty of the organizers and the organization.

Flight line and Meteo

There was enough hangar space for all participating airplanes. The starter worked efficiently keeping up a steady flow of airplanes with advanced information of next pilot to fly. The meteorological observations were made at requested times and in a professional way. The wind information boards were kept current at flight line and at holding point. The jury had its own record of wind observations and flight times enabling it to check the prevailing weather conditions afterwards if need be.

After the rain ceased and the weather improved, the organization produced scores in a continuous flow. All four flights were completed with all pilots flying without any cuts.

If the weather is good and the organization together with the Judging Line are efficient, it is quite possible to fly one complete flight with 40 competitors in one day. According to Part 3, paragraph 1.2.4.5 the unknown programmes must be published not less than 24 hours before the time at which the respective programme is to be flown. If there are any protests regarding the safety of the program, the whole process of choosing the figures and approving the programme can last so long that it is necessary to wait in a perfectly good flying weather, until the prescribed time has elapsed. **I therefore propose that CIVA should consider the shortening of the compulsory preparation time from 24 hours to 18 hours.**

During the second but last day a taxi accident took place, when a Russian pilot taxied on a car that was parked on a paved road shortcutting the taxi route. The car was considerably damaged, and the aircraft lost its propeller, but luckily nobody was hurt. The road where the collision happened was not assigned as a taxiway by the organizers, and this was clearly informed in the briefing and illustrated on the airfield map. Since this was a matter between the pilot, car owner, insurance company, police and the airport authority, the International Jury was not involved in the processing of the case.

Administration

The briefings were held in the main hangar next to the airplanes. The space was rather limited but sufficient for this size of competition. Information boards for both organizer and International Jury were placed in the same hangar. The contest office desk and computer was situated next to the briefing area.

There was a canteen serving at least three daily choices of food and refreshments in one of the old concrete shelters plus two more coffee shops serving snacks and refreshments.

All participants were lodged in Hotel Amber in the new part of the town. The hotel and food there were quite adequate for this kind of event.

There was no transportation between the hotel and airport (about 6 km) arranged by the organizer. However, most of the teams had their own means of transportation, so commuting did not present any problems.

Protests

One protest was filed by the Israeli pilot against the decision of the Chief Judge for awarding him a 30 points penalty for a training violation in Program 1. During the performance of the safety manoeuvres the pilot first performed two half rolls and then left the performance zone. He made a wide 360° turn, came back in to the box and completed the safety sequence with a horizontal eight. The Jury decided that the penalty points given by the Chief Judge was according to the rules in CIVA regulations Part 3, 2005 – 2, § 1.2.1.2 which stipulates the competitor to perform the safety manoeuvres “continuously on the same axis” and therefore was given 30 penalty points according to CIVA regulations Part 3, 2005-2, § 2.2.6. The protest was thus denied.

In the afternoon of the second but last day of flying the Ukrainian pilot was supposed to fly as number 34. His turn to fly came at 16:53, when pilot number 33 landed, but he did not show up. The preparations for last pilot of the day (35) to fly were started immediately, and he flew 17:17 – 17:28. After this the flight line was closed. The Ukrainian pilot arrived to the airport a few minutes later.

The Ukrainian team did not protest but handed a letter to the International Jury asking for the permission of their pilot to fly because they had misunderstood in the morning briefing that the flying will be discontinued after the pilot number 30. Since this case is of general interest, the Jury decided to answer the letter in a short public notice. According to the CIVA Regulations, Part 3, 2005 – 2, § 1.1.7.1, the sequence of flights is determined by a lot to be arranged by the Contest Director. The paragraph 1.1.7.3 allows the sequence of flights to be altered by the International Jury if special circumstances require. As special circumstances can be considered the time needed for two pilots flying the same aircraft to change and possibly refuel, which is observed by the Jury immediately after drawing the lots, technical reasons approved by the Technical Committee and proven cases of illness incapacitating the pilot from flying. However coming late for a flight is not a valid reason for changing the order of flight. The pilots must adhere to the approved order of flight; otherwise they forfeit their right to fly. To be on time on the spot is entirely the pilot's own responsibility. This case together with the taxi accident underlines to the teams and individual pilots the importance of making sure they have heard and correctly understood the instructions given in the briefings and then following these instructions.

Technical problems

There was only one technical problem during the contest, when the Russian SP-55 experienced engine problems. The Russian team was allowed to make adjustments and to fly an approved test flight. When they were not happy with the result, they were allowed additional time and the flights of two team pilots were postponed to the next morning. However during the afternoon the Russian Yak-54 collided with a car and its propeller was destroyed. The Russian team chose to move the propeller of SP-55 to Yak-54. Consequently the team then cancelled the flights of the SP-55 pilots.

Closing ceremony

After the medals were distributed there was a fun competition after which some pilots performed an aerial display. During this display a Romanian pilot, who had not been able to convince the judges about his flying skills, flew low and extremely close to the spectators undercutting all minima generally accepted in Europe. Since the show took place after the contest and not being an official part of it, the International Jury did not interfere with the incident, but the organizers must be reminded of their duty to carefully check what is taking place in any part of the contest or any part of the flying connected with the contest. Any encouragement of risky flying must be avoided. If anything serious happens, it will greatly affect our sport and cause additional restrictions to it.



CIVA 2005
Oberschleissheim, Germany

Final words

It was a pleasure to serve in the International Jury of the 4th Advanced European Aerobatic Championships. I thank everyone who participated in this contest and its organization making the event a true and great sport aviation event.

Sincerely,

Osmo Jalovaara
President of the International Jury

Espoo, Finland 20.8.2005