

AGENDA ITEM 8.2

REPORT OF THE CONTEST DIRECTOR

**V. EUROPEAN ADVANCED
AEROBATIC CHAMPIONSHIPS**
Joensuu, Finland
20-28 July 2007

Matti Peura



Contest

Free Practice until 17th of July

Approximately a week before the start of the competition a number of contestants arrived in Finland to practice for the event. The French team practiced at Savonlinna airport, and the German team practiced at Kitee airfield. Both fields are located within a 100 km distance from Joensuu.

All other teams practiced at Joensuu airport.

Practices in EFJO Box between 18.-20. July

All teams practiced in the EFJO Box between the 18th and 20th of July.

Registration, 20th of July

Registrations for the event took place in the morning on the 20th of July. Altogether 10 countries and 34 pilots were registered to participate. Later the Russian team (3 pilots) withdrew their participation due to bureaucratic problems, which prevented their aircraft from leaving Russia.

Also, one pilot from the Finnish team was forced to withdraw due to medical reasons.

Thus 30 competitors from 9 countries were able to participate in the competition.



Opening Ceremony, 20th of July

The opening ceremony took place at Joensuu's market square starting at 18.00. The event was open to public. The President of the Jury of the AEAC 2007, Mr. Lars-Göran Arvidsson, opened the Championships.

A flyover was performed by 3 float planes - as is fitting for a country of thousands of lakes.

The contestants marched from the square to a riverside restaurant, where the opening banquet was held. The menu was typical Finnish and the atmosphere was delightfully warm.

1st Contest Day, Q-program

The first briefing took place at 08.30 in the briefing space, which had been organized in the old hangar. The contest director made the opening remarks. The President of the International Jury, Mr L.G. Arvidsson, and the Chief Judge, Mr. Graham Hill, as well as the Start Director, Mr. Kari Kemppi, and the weather man, Mr. Robin King, from the contest organization addressed the meeting.

The weather during the first contest day was excellent.

The first competition flight took off at 10.30.

Two program interruptions occurred due to technical reasons during the Q-flights. Based on the recommendation of the Technical Commission, the Jury allowed the two competitors to repeat the sequences without penalty.

Flying was continued after lunch, and the last flight was completed at 20.00. All the contestants flew the Q-program during the first day.

The three best pilots of the Q-program:

| Rank | Country | Pilot | Type | Known | pp% |
|-------------|----------------|------------------|-------------------|--------------|------------|
| 1 | LTU | Eltonas Meleckis | Yak 55 M | 1838.5475 | 74.13 |
| 2 | FIN | Sami Kontio | Ultimate Dash 300 | 1828.3838 | 73.73 |
| 3 | GBR | Alan Cassidy | E 300 | 1735.1697 | 69.97 |

2nd Contest Day, Free Program

The morning briefing took place at 08.30. The weather continued to stay excellent.

Based on a lottery teams submitted their proposals for the figures for the first unknown program.

The Free program was completed during the second contest day.

The three best pilots of the Free Program:

| Rank | Country | Pilot | Type | Free | pp% |
|------|---------|--------------------------|-----------|-----------|-------|
| 1 | FRA | Alexandre Leboulanger | Cap 231 | 2611.0500 | 76.80 |
| 2 | FRA | Emmanuel Foulon | Cap 231 | 2607.4649 | 76.69 |
| 3 | HUN | Tamas Illes | Edge 540T | 2597.0630 | 76.38 |

3rd Contest Day, 1st Unknown Program

The morning briefing commenced at 09.00. The weather continued to stay excellent.

Based on a lottery teams submitted their proposals for the figures for the second unknown program.

The World Anti-Doping Agency (WADA) conducted the testing of the competitors. Several competitors were tested based on a draw. All results were negative, and thus the contestants were clean athletes, who complied with the international doping agreements.

The 1st Unknown Program was completed entirely during the third day of competition.

The three best pilots of the 1st Unknown Program:

| Rank | Country | Pilot | Type | Unknown | pp% |
|------|---------|-----------------------|-----------|-----------|-------|
| 1 | HUN | Tamas Illes | Edge 540T | 2493.7091 | 73.78 |
| 2 | FRA | Alexandre Leboulanger | Cap 231 | 2493.3161 | 73.77 |
| 3 | LTU | Eltonas Meleckis | Yak 55 | 2474.8892 | 73.22 |

4th Contest Day

Weather conditions deteriorated and a day off was scheduled. No flights took place.



5th Contest Day

The morning was scheduled to be free of program. At 15.00 bus transportation took the contestants and the contest organization to a lakeside house located in beautiful countryside, where the county of Liperi hosted an evening party.

The weather turned out very favorable, being warm and completely calm.

We treated our guests to an evening in the Finnish idyll, celebrating on the lake shore with plenty of food and drink at hand. The guests also had the possibility to bathe in a normal as well as a smoke sauna accompanied by a refreshing dip in the lake.

One of the highlights of the evening was the arrival of two float planes, which then offered rides to the guests, so that they could marvel at the lake view from the air.

The official party ended at 21.00.

6th Contest Day, 2nd Unknown Program

Against all forecasts the weather suddenly improved radically. The morning briefing started at 09.00 and the first flight took off at 10.00.

The flights for the 2nd Unknown program, and thus for the whole competition, were completed by 19.00.

The three best pilots of the 2nd Unknown Program:

| Rank | Country | Pilot | Type | Unknown 2 | pp% |
|------|---------|-----------------------|-------------------|-----------|-------|
| 1 | FRA | Alexandre Leboulanger | Cap 231 | 2719.8744 | 77.71 |
| 2 | FIN | Sami Kontio | Ultimate Dash 300 | 2513.4044 | 71.81 |
| 3 | GBR | Alan Cassidy | E 300 | 2460.1261 | 70.29 |

7th Contest Day

Day off – no flights. In the afternoon a visit to the Koli national park took place.

8th Contest Day, The Awards Ceremony

Free program in the morning.

The awards ceremony commenced at 17.00 at the market square of Joensuu. The event was open to the public. The weather was once again in the organizers' favour and a rainy day turned into an evening of sunshine just before the beginning of the ceremony.

After the prize giving, Mr. L.G. Arvidsson, President of the International Jury declared the Championships finished.

The dinner party took place at a riverside restaurant, where also the diplomas were handed out. The atmosphere was delightfully warm and informal celebration lasted to the early hours of the morning.

Goals of the Contest Director – Successes and Failures

As the contest director, I set the following goals for myself and the organization:

- Excellently organized championships
- Secure the finances of the organizer
- Support the status and the glamour of the Continental and the World Championships
- Wide spread media coverage and support for recreational flying

Excellently Organized Championships

We did well in almost every aspect of the arrangements. Our biggest challenge was to ensure that the aerobatic box was properly marked since some of the markings were located in the midst of trees, of which some were over 100 ft tall. In co-operation with the landowners, several hectares of tree were cut down to provide adequate visibility of the markings. The box was praised by the competitors.

The accommodation, meals and transportation were also well received.

We would like to especially acknowledge the efforts of the Finnish Civil Aviation Authority as well as of Finavia, the enterprise responsible for maintaining airports in Finland. Without their willingness to co-operate and devotion towards aerobatics, these championships would have been impossible to organize.

In this case the authority's regulations and actions did not hinder the even flow of the competition. The internationally tightened security screening and other activities were tackled with the smooth co-operation between the authorities and the contest organization.

The biggest failure came in the form of maintaining the contest website, for which we lacked the necessary resources. In the future, contest organizations should focus more on this aspect of media coverage. Partially at fault was also the calculation of scores as e.g. FAI did not provide optical readers of the score sheets in due time, and thus the input of scores needed to be manually done.

Securing the Finances of the Organizer

The bid to stage the European championships was first presented to the CIVA delegates two years before the event. This later proved to be very beneficial, but based on our experience, we would recommend submitting any bids as early as three years before the event.

An adequate preparation time will guarantee the championships the arrangements they deserve and that some of the financial burden may be carried by partners and sponsors.

It is also in the interest of FAI that the organizers do not face losses. FAI needs willing organizers in the future and negative financial results diminish the number of potential organizers.

From the competitors' perspective it is also important that the organizers have adequate time to seek and attain sponsorship, otherwise a substantial rise in registration fees is unavoidable in the future.

In this case the contest organizer managed to avoid losses, but this was only possible with the financial support of the sponsors and the profits from the air show, that was organized at the end of the championships.

Support the Status and Glamour of Continental and World Championships

Sport aviation and aerobatics are in a constant battle with other sports for enthusiasts and sponsorship. Aerobatics is one of the few sports that still have the same glamour that aviation had 100 years ago.

This is an untapped resource that we in Finland managed to strengthen successfully.

This resource and quaintness should be utilized also by the FAI in the future. Our experience was that these values helped us gain positive publicity and also sympathy among our collaborators and the general public.

Wide Spread Media Coverage and Support for Recreational Flying

Here we succeeded beyond all our expectations.

Sport aviation and especially aerobatics have never enjoyed such national media coverage in Finland as during the AEAC 2007.

During the championships we received air time on three TV channels and several radio channels. Also, over 30 newspaper stories were published in regional newspapers. Over the two years of preparations we received constant media attention.



This invaluable media coverage will benefit all recreational flying in Finland and aerobatics in particular. Media coverage will be a key factor also in future when seeking sponsorships.

Media coverage is something that the future contest organizations should strive for.

Results

France won the team championship. The hosting nation, Finland, placed second and thus hauled in the very first championship medals of all time. Poland placed third.

TOTAL SCORES; TEAMS

| Rank | Country | Pilots | Total |
|-------------|----------------|--|--------------|
| 1 | FRA | Alexandre Leboulanger Jean-Emmanuel Antal Vincent Lefeuvre | 22583.4201 |
| 2 | FIN | Mikko Jägerholm Petteri Tarma Sami Kontio | 20718.5333 |
| 3 | POL | Radoslaw Rumszewicz Robert Kowalik Wojciech Krupa | 20385.2456 |

Alexandre Leboulanger of France was crowned European Champion. The runner-up was Tamas Illes of Hungary, and Jean-Emmanuel Antal, also of France, placed third.

Total Scores

| Rank | Country | Pilot | Type | Total | pp% |
|-------------|----------------|-----------------------|-------------|--------------|------------|
| 1 | FRA | Alexandre Leboulanger | Cap 231 | 7824.2405 | 76.11 |
| 2 | HUN | Tamas Illes | Edge 540T | 7491.4752 | 72.87 |
| 3 | FRA | Jean-Emmanuel Antal | Cap 231 | 7431.8915 | 72.29 |

Complete results may be found in Appendix 1.



Officials

International Jury

Arvidsson, Lars-Göran (SWE), Jury President
Chomono, Robert (FRA)
Kobrlé, Jiri (CZE)

Board of International Judges

Hill, Graham (GBR), Chief Judge
Assisted by
Green, Steven (GBR)
Nielsen, Owe (SWE)

Bartholdi, Timo (FIN)
Dungan, Gregory (USA)
Kotelnikov, Vladimir (RUS)
Maxen, Jan (DEN)
Schweiker, Wolfgang (GER)
Talabos, Gabor (HUN)
Zumaglini, Jean (FRA)

Technical Commission

Walden, Olli (FIN), President

Scoring

Leukefeld, Jürgen (GER)

Weather services

King, Robin (FIN)

Start Director

Kemppi, Kari (FIN)

Final Words

To organize this kind of an event is a formidable task, and I'm very pleased that we have them now successfully behind us.

I wish to thank all the parties involved and especially those, who helped me during the contest, Mr. L-G. Arvidsson and Mr. Graham Hill among others. Their efforts and experience from prior contests played a great role in ensuring a smoothly run contest.

I wish to also thank our large Finnish supporting cast and especially Mr. Matti Mecklin, Chairman of the Aerobatic Club of Finland and Osmo Jalovaara, the Finnish delegate to



CIVA 2007
Vilnius, Lithuania

CIVA. Their vast and profound knowledge of sport aerobatics and aerobatic contests laid the foundation to organizing a successful contest.

I would also like to express my warmest appreciation to the important people of the organization, especially Mr. Marko Pesonen, Chairman of the Sport Aviation Centre of Eastern Finland, and Mr. Tero Sinkkonen, Managing Director of the Sport Aviation Centre of Eastern Finland, for the two years of hard work they put in to this project.

Finally, I wish to thank CIVA for giving me the historic opportunity to act as the contest director in the very first international aerobatic contest that has been organized in Finland.

Appendix 1

Official Results

Total Scores

| Rank | Country | Pilot | Type | Total | pp% |
|------|---------|-----------------------|-------------------|-----------|-------|
| 1 | FRA | Alexandre Leboulanger | Cap 231 | 7824.2405 | 76.11 |
| 2 | HUN | Tamas Illes | Edge 540T | 7491.4752 | 72.87 |
| 3 | FRA | Jean-Emmanuel Antal | Cap 231 | 7431.8915 | 72.29 |
| 4 | LTU | Eltonas Meleckis | Yak 55 | 7409.9775 | 72.08 |
| 5 | FRA | Vincent Lefeuvre | Cap 231 | 7327.2881 | 71.28 |
| 6 | GBR | Alan Cassidy | E 300 | 7240.4800 | 70.43 |
| 7 | FIN | Mikko Jägerholm | Yak 55 | 7113.8542 | 69.20 |
| 8 | FRA | Emmanuel Foulon | Cap 231 | 7071.2060 | 68.79 |
| 9 | POL | Radoslaw Rumszewicz | Z 50LS | 7034.2643 | 68.43 |
| 10 | FIN | Sami Kontio | Ultimate Dash 300 | 6998.3573 | 68.08 |
| 11 | FRA | Benedicte Blanchard | Cap 231 | 6975.3554 | 67.85 |
| 12 | POL | Robert Kowalik | E 300 | 6832.8106 | 66.47 |
| 13 | GBR | Julian Murfitt | E 230 | 6647.7157 | 64.67 |
| 14 | GER | Bernhard Drummer | E 300L | 6633.9110 | 64.53 |
| 15 | FIN | Petteri Tarma | Cap 231 | 6606.3218 | 64.26 |
| 16 | CZE | Jan Zival | Z 50L | 6558.8028 | 63.80 |
| 17 | CZE | Petr Kopfstein | Z 50L | 6548.6056 | 63.70 |
| 18 | POL | Wojciech Krupa | Z 50LS | 6518.1707 | 63.41 |
| 19 | HUN | Tamas Nadas | Z 50LS | 6418.4691 | 62.44 |
| 20 | IRL | David Bruton | E 200 | 6416.9155 | 62.42 |
| 21 | CZE | Miroslav Sazavsky | Z 50L | 5987.9888 | 58.25 |
| 22 | GER | Heiko Hornburg | E 300L | 5976.5857 | 58.14 |
| 23 | GER | Rainer Berndt | E 300L | 5953.4371 | 57.91 |
| 24 | HUN | Tamas Abranyi | Z 50LS | 5881.6351 | 57.21 |
| 25 | POL | Ireneusz Jesionek | E 300 | 5676.6915 | 55.22 |
| 26 | CZE | Jaroslav Svoboda | Z 50L | 5654.7517 | 55.01 |
| 27 | GBR | Stephen Madle | E 230 | 5188.2153 | 50.47 |
| 28 | POL | Artur Kielak | Z 50LS | 5087.5478 | 49.49 |
| 29 | LTU | Donaldas Bleifertas | Yak 55 | 4229.4208 | 41.14 |
| 30 | FIN | Peter Simonsen | E 300L | 3002.4269 | 29.21 |



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| 2 | FIN | Mikko Jägerholm Petteri Tarma Sami Kontio | 20718.5333 |
| 3 | POL | Radoslaw Rumszewicz Robert Kowalik Wojciech Krupa | 20385.2456 |
| 4 | HUN | Tamas Illes Tamas Nadas Tamas Abranyi | 19791.5794 |
| 5 | GBR | Alan Cassidy Julian Murfitt Stephen Madle | 19076.4110 |
| 6 | CZE | Jan Zival Petr Kopfstein Miroslav Sazavsky | 19095.3972 |
| 7 | GER | Bernhard Drummer Rainer Berndt Heiko Hornburg | 18563.9338 |