



## **JURY PRESIDENT'S REPORT ON WAC 2017**

**World Aerobatic Championships** – Malelane, South Africa, 9-17 September 2017

**Organisers:** Sport Aerobatic Club of South Africa, on behalf of the Aero Club of South Africa.

### **Event Personnel**

Event Director: John Gaillard

Scorer: Quentin Hawthorne

Judges: Gabor Talabos (HUN), Guy Auger (FRA), Kimmo Virtanen (FIN), Laszlo Liskay (RSA), Marty Flournoy (USA), Violeta Gedminaite (LTU), Vladimir Kotelnikov (RUS)

### **FAI Officials**

Jury President: Alan Cassidy (GBR)

Jury members: Vladimir Makula (CZE), Pierre Varloteaux (FRA)

Chief Judge: Nick Buckenham (GBR)

### **Competition data**

Number of competitors: 36.

Number of nations: 12.

Number of competition days: 9.

Number of tasks: 4 flights per competitor - plus Final Freestyle by 17 pilots.

### **Results**

#### Individual

1- Mikhail Mamistov - RUS.

2- Francois Rallet - FRA

3- Olivier Masurel - FRA

#### Team

1- France

2- Russian Federation

3- United States of America

#### Final Freestyle

1- Rob Holland - USA

2- Olivier Masurel - FRA

3- Castor Fantoba - ESP

The competitions results are available at <http://civa-results.com/2017/WAC17/indexpage.htm>

## **JURY REPORT OF PROTESTS RECEIVED**

I, the undersigned jury President, declares that:

One protest was received, which was denied. The deposited protest fee was returned, as all members judged the matter to be minor that action to be in the best sporting spirit.

The jury proceedings pertaining to the above protest have been forwarded to the CIVA President.

A handwritten signature in black ink, appearing to be 'A. Smith', written in a cursive style.

Signed by the Jury President  
17 September 2017

## **Proposal from the Jury President regarding the Cut for Programme 4**

At the appropriate stage of the contest the Jury met to discuss the action required under Rule 2.1.22 with regard to reducing the field of competitors for Programme 4. This is a difficult task, as it requires the Jury to make a one-time guess based on predicted weather conditions. In this situation, there were differing views both about the extent of the cut to be made and, thereafter, the way to allow the cut pilots to return to the contest when time did prove to be available.

The majority view of the Jury resulted in a 50% cut, leaving the minimum number of pilots for Programme 4 (in this case 18), but with the proviso that the cut pilots (in this case 17) could continue to fly if time remained. After the top 50% had flown the lower 50% continued in the flying order based on the drawing of lots for the programme. Eventually all did fly but by 6.30pm on the last day the light was very poor. Had the last pilot not been able to fly, it would have been inappropriate to include any of the scores from the cut pilots in the final rankings, meaning that perhaps 16 pilots would have had wasted flights.

A minority view within the Jury was that it would be beneficial to revise the flying order for the cut pilots participating in the time remaining to their rank order based on the cumulative results of programmes 1 to 3, highest to lowest. Should time not allow one or more of the lower ranking pilots to fly then it would be appropriate to include all of the available scores in the final, overall rankings, as though only the non-flown pilots had been subject to the cut.

However, such a ranking-based flight order is not offered in the current Regulations, and was not implemented here. However, I propose the following replacement wording for Rule 2.1.2.2., for consideration by Delegates at Plenary:

2.1.2.2. For Programme 4, if there may be insufficient time to complete the championships due to weather problems or unforeseen circumstances, the International Jury is authorised to introduce a cut, without respect to gender, of up to 50% of the eligible competitors, based on the combined standings after Programme 3. If, subsequently, time is available for more flights, competitors from the cut group may be added to Programme 4 in the order of their ranking from the combined results of Programmes 1 to 3, highest first. All flights made in Programme 4 through this mechanism will be considered valid in the final results for the contest.

Alan Cassidy  
Jury President

17 September 2017

