



Report of the President of the Jury for the

13th FAI EUROPEAN OPEN ADVANCED
2nd FAI EUROPEAN OPEN INTERMEDIATE
AEROBATIC CHAMPIONSHIPS
5 - 15 September 2024, Clinceni, Romania

Pierre Varloteaux (FAI), Vladimir Machula (FAI), Pekka Havbrandt (FAI)

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1 - OVERALL

28 Pilots of 10 nations participated in the 13th Fai European Open Advanced Aerobatic Championships in Clinceni, Romania, and 19 Pilots of 8 nations participated in the 2nd Fai European Open Intermediate Aerobatic Championships, for a total of 47 pilots.

All programmes were conducted and validated.

2 - OFFICIAL RESULTS

Results: Combined

13th FAI EAAC 2024, Clinceni, Romania, 5th-14th SEP 2024

Rank	Team	Pilot	Aeroplane	Registration	Fr/Known	F/Unk P2	F/Unk P3	F/Unk P4	Totals	O/all %
1	ROU	Dan Ștefănescu	Extra 330SC	YR-EXC	2810.77	2687.96	3076.93	3094.69	11670.35	79.444
2	ROU	Valentin Caval	Extra 330SC	YR-EXE	2676.13	2658.77	2978.75	3087.45	11401.11	77.611
3	FRA	Jérémy Renard	CAP 232	F-HLYK	2719.24	2526.92	2942.99	3201.81	11390.97	77.542

Results: Combined Results

2nd FAI EIAC 2024, Clinceni Romania, 5th-14th SEP 2024

Rank	Team	Pilot	Aeroplane	Registration	Fr/Known	F/Unk P2	F/Unk P3	F/Unk P4	Totals	O/all %
1	ROU	Eduard Despescu	Extra 330SC	YR-EXE	1877.77	1902.07	2076.89	2403.59	8260.31	80.667
2	ROU	Andreea Bănesaru	Extra 330SC	YR-EXD	1811.62	1887.29	2098.21	2418.68	8215.80	80.232
3	ROU	Sebastian Dan	Extra 330SC	YR-EXE	1829.33	1883.66	2055.87	2395.16	8164.03	79.727

Programmes 1, 2, 3 and 4 were validated after a minimum of a two-hour period for the protests and were definitive.



Team Results: Combined



13th FAI EAAC 2024, Clinceni, Romania, 5th-14th SEP 2024

Consolidated Results





1	Romania	Aeroplane	Registration	Fr/Known	F/Unk P2	F/Unk P3	F/Unk P4	Totals	O/all %
ROU	M Dan Ștefănescu	Extra 330SC	YR-EXC	2810.77	2687.96	3076.93	3094.69	11670.35	79.444
ROU	M Valentin Caval	Extra 330SC	YR-EXE	2676.13	2658.77	2978.75	3087.45	11401.11	77.611
ROU	M Petre Glonțaru	Extra 330SC	YR-EXC	2661.00	2624.48	2912.02	3102.71	11300.22	76.925
								34371.66	77.993
2	France								
FRA	M Jérémy Renard	CAP 232	F-HLYK	2719.24	2526.92	2942.99	3201.81	11390.97	77.542
FRA	M Paul Chesneau	Extra 330SC	F-HMKF	2606.36	2592.67	2925.62	3134.47	11259.13	76.645
FRA	F Margaux Tahar	Extra 330SC	D-EXBE	2714.58	2549.10	2922.13	3017.04	11202.86	76.262
								33852.93	76.816
3	Czech Republic								
CZE	M Jan Jílek	Extra 330SC	OK-LPJ	2608.59	2429.90	2857.89	2961.77	10858.16	73.915
CZE	M Jaromir Čihák	Extra 330LX	SP-KMD	2504.57	2399.13	2858.88	2847.42	10609.99	72.226
CZE	M Adam Ondrejka	XP-30	D-ESXA	2418.94	2327.11	2850.47	2773.49	10370.01	70.592
								31838.16	72.245
4	Poland								
POL	M Maciej Kulaszewski	Extra 330LX	SP-KMD	2538.91	2528.63	2953.92	2867.06	10888.51	74.122
POL	M Dariusz Mazur	Extra 330LX	SP-KMD	2578.40	2326.54	2800.95	2810.26	10516.16	71.587
POL	M Wojciech Kotulski	Extra NG	SP-ING	2449.72	2336.53	2456.17	2801.18	10043.59	68.370
								31448.27	71.360
5	Switzerland								
SUI	M Guillaume Jacquet	Extra 330LC	SP-DMK	2452.47	2345.85	2693.70	2801.57	10293.60	70.072
SUI	M Markus Ruesch	Extra 330LC	SP-DMK	2489.99	1915.51	2617.45	2823.39	9846.34	67.028
								20139.93	68.550

Ranking of smaller National Teams

Team Results: Combined Results

2nd FAI EIAC 2024, Clinceni Romania, 5th-14th SEP 2024

Consolidated Results

1	 Romania	Aeroplane	Registration	Fr/Known	F/Unk P2	F/Unk P3	F/Unk P4	Totals	O/all %
ROU	M Eduard Despescu	Extra 330SC	YR-EXE	1877.77	1902.07	2076.89	2403.59	8260.31	80.667
ROU	F Andreea Bănesaru	Extra 330SC	YR-EXD	1811.62	1887.29	2098.21	2418.68	8215.80	80.232
								16476.12	80.450
2	 Hungary								
HUN	M János Sonkoly	Extra 300	D-EEXT	1673.26	1662.87	1956.59	2046.59	7339.32	71.673
HUN	M László Baku	Extra 300	D-EEXT	1623.29	1651.48	1727.12	2011.95	7013.85	68.495
								14353.15	70.084
3	 Lithuania								
LTU	M Paulius Židoveinis	Extra 300L	G-EXII	1625.52	1811.06	1721.85	2059.43	7217.86	70.487
LTU	M Albertas Maciulevičius	Extra 300L	G-EXII	1593.59	1556.28	1583.94	2103.49	6837.30	66.770
								14055.16	68.629
4	 Poland								
POL	M Maksym Grabarczyk	Extra 330SC	SP-MTD	1687.87	1719.92	2007.26	2078.55	7493.59	73.180
POL	F Patrycja Pacak	Extra 200	SP-KYK	1237.80	1648.28	1836.46	1823.31	6545.85	63.924
								14039.45	68.552
5	 Czech Republic								
CZE	M Luděk Prda	Extra 300L	OK-XTR	1621.47	1450.35	1832.52	1903.26	6807.59	66.480
CZE	M Tomas Králíček	CAP 231	OM-CAP	1616.58	1598.19	1454.79	2059.18	6728.76	65.710
								13536.34	66.095

See <https://civa-results.com/> for detailed results.

3 - KEY POINTS

PANEL OF THE JURY

The International Jury Members selected at the 2023 CIVA Plenary Conference for EAAC/EIAC 2024 were :

- Pierre VARLOTEAUX (President), Steve TODD (Member), Pekka HAVBRANDT (Member)

For professional reasons, Steve Todd withdrew and was replaced by:

- Vladimir MACHULA (CZE)

They were all present on site during all the competition. The President and Vladimir were on site 5 days before the Opening Ceremony.

PANEL OF JUDGES

Chief Judge: Guy AUGER (FRA) with Willy GRUHIER (FRA) and Severine MARTEAU (FRA)

Judges: Galyna SUPRUNENKO (UKR), Esteban MOULIN (BEL), Eladi LOZANO (ESP), Jurgen LEUKEFELD (GER), Csaba PAKAI (ROU), Luca ANDRAGHETTI (ITA), Vytautas TAUTEVICIUS (LTU).

Assistants: Alain DUGAS (FRA), Alexandra TIDERLE (ROU), Algis ORLICKAS (LTU), Andreea RADU (ROU), Gonzalo RODRIGUEZ (ESP), Luisella BIASE (ITA), Violeta GEDMINAITE (LTU).

Scoring Office: Mircea OLTEANU (ROU)



REGISTRATION

No registration problems were reported to the Jury.

ACCOMODATION

No problems were reported to the Jury.

The hotel was of a good standard, close to the city centre, with air-conditioning. Lunchtime meals - on the airfield - offered two different menus with starter, main course and dessert. A buffet was served each evening in the hotel's restaurant.

Drinks and snacks were also available all day long, for free.

GENERAL INFORMATION: AVAILABILITY

The below mentioned information was available in the following places: Info point, a panel on the apron and WhatsApp:

- Briefing time;
- Current wind;
- Breaks, Pilots' numbers;
- General Order of Flights;
- Schedule;
- Provisional and Final Results, etc.

WhatsApp groups were set by the Org and used with sufficient information during all the competition.

Pushed informations

>> See "Recommendations of the IJP" for WAC 2024 on this subject.

OFFICIAL TRAINING FLIGHTS

The Official Training started on the 31th of August 2024. Fair possibilities were offered to the pilots to train, with a schedule updated everyday on WhatsApp by the Org and Romain Fhal (coach of the ROM team).

JUDGES' GENERAL BRIEFING

The Judges' General Briefing was arranged by the Chief Judge on the 14th of September 2024.

In the IJP's opinion, the briefing was not efficient enough. Reading parts of the Code 6 projected onto a wall is not what we can expect, and quickly boring. The IJP, acting as Chairman of the JC, tried to animate the briefing with practical cases, questions/answers, etc.

The CJ's QaA test was short, and with some questions not very useful for improving the forthcoming judging tasks..



GENERAL BRIEFING

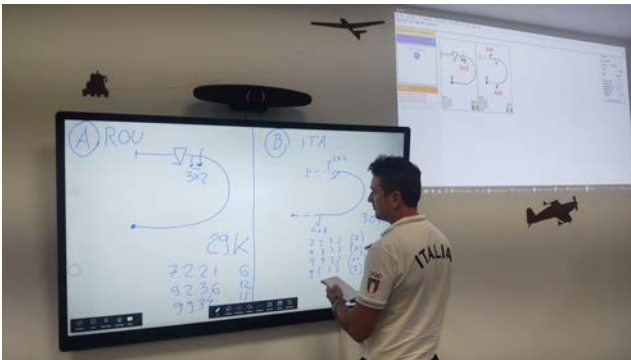
The general briefing was held on the airfield, the 15th September 2024 at 16:30, and was efficiently conducted by the Org and the Jury (Regulations, safety, drawing lots, design of Programmes #1 ADV and INT, etc...).

OPENING CEREMONY

The Opening ceremony took place on the 15th of September 2024 on the airfield, after the briefing.

It was efficiently conducted by the Org, with all requirements of CIVA. The President of the IJ opened the competition.

A dinner was available on the airfield at the end.



FLIGHTS ORDER / SHARED AIRCRAFT

The initial flights order, and the the next ones, were rearranged by the CD & the Jury with sufficient time between shared aircraft.

WARM-UP PILOTS

Two Warm-up Pilots were available:

- Laszlo Ferencz (ROU / FAI)
- Vlad Popescu (ROU / FAI)

CONDUCT OF FLIGHTS - PROGRAMMES 1 TO 4

All programmes were conducted according to the FAI / CIVA rules.

- Drawing lots: In compliance;
- Drawing of figures for Free Unknowns: In compliance;
- 24H and 12H rules for FU: In compliance;
- Sequences submission / Validity of designs / Safety: In compliance;
- Publication of provisional results: In compliance;
- Publication of final results: In compliance;
- Protest time / Protests / Jury's answer to protests: In compliance.

CONDUCT OF FLIGHTS - OFFICIAL WIND

The Official wind was always decided in cooperation with the Jury and the CJ. The information of official wind was:

- Announced via WhatsApp (EAAC / EIAC 2024 Group);
- During briefing;
- On the Flight line info board, with all other required information.

CONDUCT OF FLIGHTS - PROPOSALS FOR F.U.

All proposals for the Free Unknown (Prog # 2, 3, 4) had to be sent in a reasonable time after drawing the figures. A 24h rule (time between the publishing of the set of proposals and the flight) was always respected. There was a 12h rule between the choice of a given sequence and a respective flight.

Some proposals were poorly designed, and re-drawn by the Jury. A reminder had to be done during the briefing.

CONDUCT OF FLIGHTS - PROTESTS

Five protests were submitted to the Jury.

#	Date	Pilot / NAC	Reason	Verdict
1	06/09/2024	EPARU / ROU	CHZ x 2 on B axis	Upheld
2	07/09/2024	KONTIO / FIN	HZ not scored for a ROU flight	Upheld
3	08/09/2024	TEAM MANAGER CZE	Scored low without majority	Upheld
4	08/09/2024	TEAM MANAGER CZE	No W/U for Programme #2 ADV	Upheld

5	11/09/2024	TEAM MANAGER GBR	Mark 0.0 for a HZ	Upheld
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CONDUCT OF FLIGHTS: MEDICAL PROBLEMS

One judge’s assistant suffered from insolation, and was immediately replaced by one member of the jury for a few hours.

CONDUCT OF FLIGHTS: SAFETY

A reminder for the SWG recommendations had been done at the general briefing.

One pilot performed a low manoeuvre, marked low-low by some judges but without majority.

VIDEO RECORDING

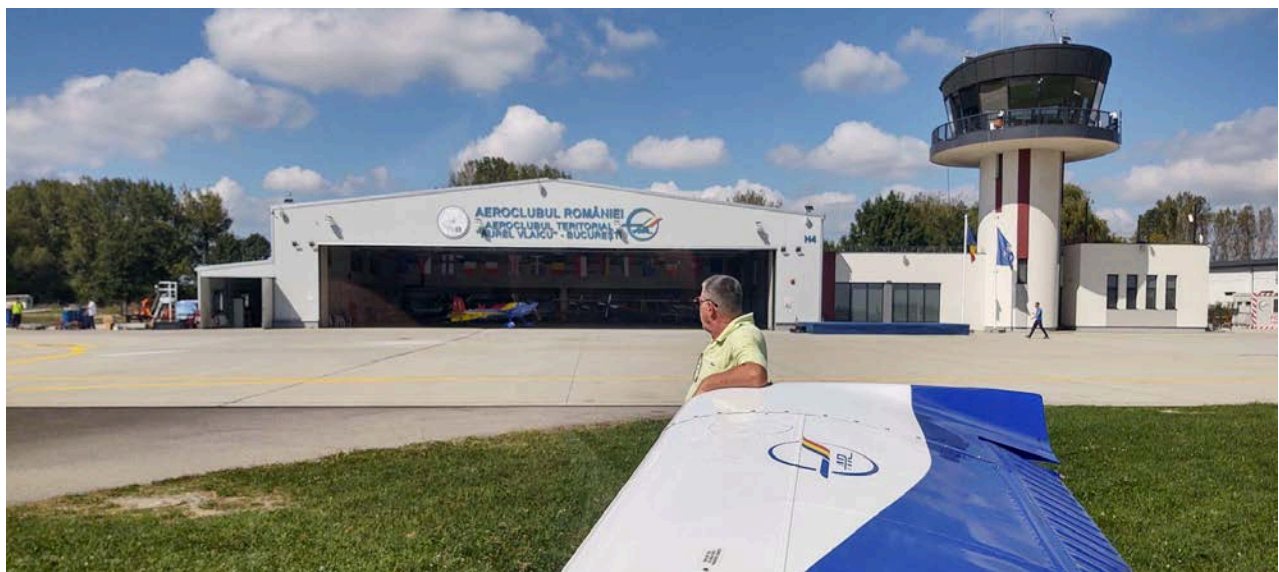
The video recording quality was of a good standard for video review.

OFFICIAL COMMUNICATION

Very good communication from Org, pushed to Teams, Judges and Jury.

JUDGE PAPERWORK, SCORES ENTRY, RESULTS PUBLICATION AND WEBSITE MANAGEMENT

All the duties were performed very efficiently.



SOCIAL EVENTS

A ROU evening had been organised on the airfield.

A NAC evening had been organised on the airfield.

A visit to the Palace of the Parliament had been organised during a free day due to bad weather.



AWARDING AND CLOSING CEREMONY

The awarding and closing ceremony took place on the 14th of September, on the airfield, around 12:30.

Awarding part was efficiently conducted by the Org and the IJP.

- All medals and diplomas have been given according to the FAI / CIVA rules;
- The Ivan Tuček Trophy, still in Russia, was not available;
- The Org provided beautiful wooden trophies to the winners, with the names of all participants on the back side;
- All national anthems were played in compliance with the rules;
- All flags available in compliance with the results.

The President of the International Jury closed the competition.



4 - RECOMMENDATIONS OF THE PRESIDENT OF THE INTERNATIONAL JURY

HZ FOR FLICKS AND SPINS

Comments

>> *Observation as president or member of the 2023-2024 Jury (4 competitions) and Chief Judge in France, Poland and the UK.*

The discontinuation of the PZ in 2023, and its replacement by the HZ for flick roll and spin departures, is unsatisfactory.

The multiple review videos for this type of HZ, which may contradict 4.1.1.9.c) are very often a clear waste of time, and most of the time the CJ goes to the majority. In this case, a poor flick or spin entry is not penalised. The HZ is like a "ON/OFF" switch, and most of the judges are reluctant to penalise a poor entry with the HZ, knowing that in most of the cases, no CHZ will occur.

Rules

4.1.1.9. When all Form A's (respectively Form R's or L's) have been submitted to the Chief Judge for a flight and a difference of opinion occurs with regards to a Hard Zero (HZ) mark, insertion penalty or interruption penalty:

- a) the Chief Judge shall call for a discussion in the judging area by the International Judges;*
- b) such discussions shall not interfere with the subsequent flights;*
- c) the official video may be used in these discussions to help determine matters of fact, but not of perception;*
- d) a judge may request a viewing of the video during a discussion if he/she deems it necessary. This request will always be honoured;*
- e) all Form A's (respectively Form R's or L's) shall be retained by the Chief Judge until the final decision is made.*

B.9.27.2. The judge must see two things to determine that a flick roll has been correctly initiated: a) the aircraft must display a rapid and clearly visible change of pitch attitude to put the wing close to the stall, and b) autorotation must be initiated by use of the rudder. Note that when a flick roll is initiated the angle-of-attack may be at or close to zero (e.g. in vertical and 45 degree lines) or significantly positive or negative if a looping figure is being flown; the pitch change to achieve critical angle-of-attack may thus be less in some circumstances and cannot be fixed. However, if both the required pitch change and actual autorotation are not clearly seen, the figure must be given a Hard Zero (HZ).

B.9.29.6. If the aircraft never stalls, it is apparent that it cannot spin, and a HZ must be given. You will see "simulated" spins where barrel rolls or flick rolls are offered as spin entries. In both cases, the flight path will not be downward. In all of these cases, the figure will be given a HZ.

Recommendation of the IJP

- Replace the HZ for flick or spins entries by a downgrade up to 0.0
- Downgrade a non-autorotation with rudder by a HZ if $> 90^\circ$, or by a 0.0 if $< 90^\circ$
- Wrong direction, over-rotated sectors stay unchanged with the actual rules

PARTS OF LOOPS: DOWNGRADINGS

Comments

No clear specification in the Code 6 to downgrade non constant radius in part of loops

Rules

B.8.2. Loops and Part Loops

B.8.2.1. The loop is a figure from Family 7, but part-loops are integral to every other family so it is necessary to define some key elements before considering the other families.

a) A loop must have, by definition, a constant radius. It starts and ends in a well-defined line which, for a complete loop, will be horizontal. For a part-loop, however, such lines may be in any other plane of flight and will be defined by the aircraft's attitude. As the speed changes during execution of a loop or part-loop, the angular velocity around the aircraft's lateral axis also has to change in order to keep the radius constant. Thus, the angular velocity can be an aid for the Judge to gauge the radius -- especially when the angular velocity in the higher part-loop is seen to be faster, as this is a clear indication that the radius is smaller. This aid becomes more important when two part-loops are separated by a line between.

b) Part-loops are depicted either as round elements or as 'corner' angles. It should be noted that any 'corner' angle drawn in the pictograms, such as in Figure 13, is always to be flown as a part-loop and must have a smooth, distinct and constant radius.

c) For any one figure having several internal part-loops depicted as round elements, all such part-loops shall have the same radius – with exception for all of Family 8.8 figures (double humpty bumps) for which the radius of the second part loop is not required to match the radius of the first one.

d) The radius of any part-loop depicted as a corner angle is not required to match the radius of any other part-loop in the same figure – with exception for all of Family 3 (combinations of lines) and Family 7.4 (whole loops) figures, which must keep a regular geometrical shape and therefore require all part-loops to have the same radius.

*B.9.10.4. To better quantify deductions for irregularity of the radius of looping figures, the Judge divides the loop into quadrants. **Any recognizable variation in the radius must be downgraded by a maximum of two (2) points per quadrant** depending on the magnitude of the variation.*

Recommendation of the IJP

Add a precision in B.8.2.1, as:

e) Any recognizable variation in the radius must be downgraded as specified for a loop in B.9.10.4

ROTATIONS BEFORE/AFTER A PART OF LOOP

Comments

Following the abandonment of the PZ, which penalised a delay between the rotation and the part of the loop greater than one radius, a downgrade of 4 points has now been applied, even though the figure is no longer recognisable and the pilot has obviously made an oversight.

Rules

B.9.8.2. When a half-loop is preceded by a roll or rolls: Should the half-loop begin before the roll is completed, the Judge must downgrade the figure one (1) point for every five (5) degrees of half-loop flown on which the roll was performed. The half-loop follows immediately after the rolls without any visible line. Drawing a line requires a downgrade of:

- a) One (1) point for a short but visible line;
- b) Two (2) points for a more obvious line of length up to half the looping radius;
- c) Three (3) points for a longer line with length up to the full looping radius;
- d) Finally, four (4) points when the length of line exceeds the radius of the looping element.

Recommendation of the IJP

Add to B.9.8.2:

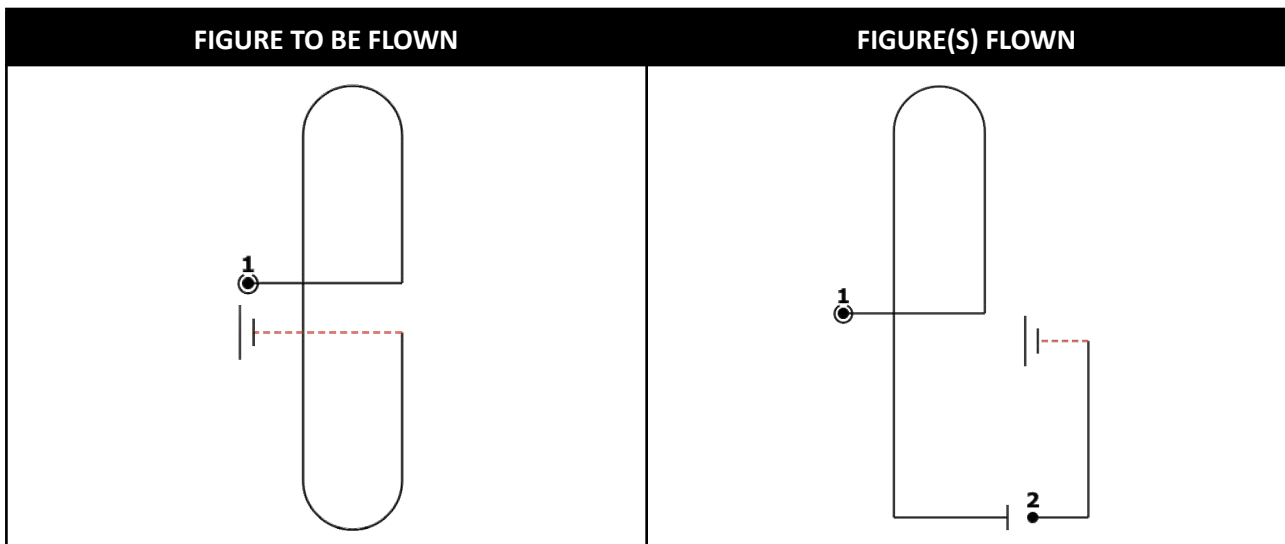
- e) If the length of line exceeds two (2) radii, a HZ must be given, and an insertion (rotation) will be scored.

STRAIGHT LINES IN PART OF LOOPS

Comments

Some figures containing parts of loops may be flown with a straight line. It can happen that this straight line is so important that the shape of the figure is not recognizable, or can be compared with two different figures. Only B.9.10.3 specifies a downgrade, for a line at the Apex of a loop, with a downgrade of at least two (2) points.

E.g:



Depending on the CJ, these cases of figures flown with a long additional line are not treated the same way. A clarification of the rules is necessary.

Rules

B.9.10.3. If there is a roll or rolls at the apex of the loop, it must be centred in the loop and flown on the arc of the loop itself. **Flying the roll on a line at the apex of the loop is at least a two (2) point downgrade.** If the roll is not centred, it must be downgraded one (1) point for every five (5) degrees of the arc that it is off centred.



| Recommendation of the IJP

Add to B.8.2.1:

e) Any line flown during a part of loops will be downgraded by at least two (2) points if the length of the line doesn't exceed one (1) radius. For any line flown during a part of loop exceeding one (1) radius, the figure will be scored HZ, and an insertion may be added

5 - CONCLUSIONS

Clearly, the Romanian organisation has succeeded in organising an excellent competition, both in sporting terms and in terms of social life and accommodation.

The solid organising team, which was able to communicate with the outside world and send out information on time (newsletters, website, etc.), and was able to answer NACs' questions before and during the event, all contributed to the success of this competition.

The gamble of combining two levels of competition (Advanced and Intermediate) paid off, and posed no management problems during the flights.

This competition is without doubt an example to follow.



Pierre Varloteaux

President of the Jury, EAAC - EIAC 2024 - Clinceni, Romania


Reviewed by Vladimir Machula and Pekka Havbrandt (Members of the International Jury EAAC - EIAC 2024)



APPENDIX

Protests

Protest EAAC 2024 - 1



Team Contesting: <i>ROU</i>	Event: <i>THE 13TH FAI EUROPEAN ADVANCED AEROBATIC CHAMPIONSHIP 2024</i>	Programme: <i>P1/FREE KMOV1</i>
Details of the Protest <i>DEAR JURY,</i>		
<i>I HAVE RECEIVED H2 (& CH2) FOR FIG 6 & 7, EVEN THOUGH I HAVE FLOWN THE SEQUENCE & TWO FIGURES AS DRAWN IN MY SUBMITTED PROGRAM AND AS PER REGULATION. PLEASE REVIEW VIDEO. THANK YOU FOR YOUR TIME ON THE MATTER.</i>		
<i>PS. TO BE MORE PRECISE, I AM CONTESTING BOTH H2, AS ANY FIGURE WITH BOTH ENTRY & EXIT LINES ALIGNED ON THE SECONDARY AXIS MUST BE FLOWN WITH THE EXIT DIRECTION RELATIVE TO THE ENTRY DIRECTION, AS DRAWN ON SEQUENCE (I.E.) IN THE SAME OR OPPOSITE DIRECTION.</i>		
<small>If space is not sufficient, please continue overleaf</small>		
References		
FAI Sporting Code, Gen Section and / or FAI Sporting Code, Section 6	<i>B.6.1.5 (FIG 5 also)</i>	
Name of Team Manager/Delegate		Signature
<i>ALEXANDRU EPARU</i>		<i>[Signature]</i>
Submitted to the International Jury with Protest Fee (€ <i>100</i> or US\$ _____)		
Date: <i>6 SEP 2024</i>	Time: <i>18.15</i>	Jury Member Initials: <i>Pierre VARLOTEANU</i>
Verdict of the International Jury		
<i>After video Review by the Jury, in the presence of the CS: - Figure 6 was flown correctly // Both H2 removed - Figure 7 was flown correctly // Protest upheld</i>		
Date: <i>7.9.24</i>	Time: <i>9:10</i>	Jury President's Signature: <i>Pierre VARLOTEANU</i> <i>[Signature]</i>

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CIVA

FAI AEROBATICS COMMISSION

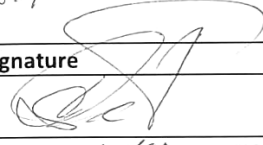

CIVA Protest Form

PROTEST EAAC 2024-2

Team Protesting: FINLAND	Event: EAAC 2024	Programme: 1 (Free known)
Details of the Protest		
MANOVR 6 of the free known program was flown incorrectly.		
A 1 1/4 outside spin is in the documents but a 1 3/4 outside spin was flown.		
This should be a Hz		
No judges has seen this and they have scored the manover.		
The program where this happened was flight nr 18		
<small>If space is not sufficient, please continue overleaf</small>		
References		
FAI Sporting Code, Gen Section and / or FAI Sporting Code, Section 6	Section 6, part 1 Code 4.4.2.1a	
Name of Team Manager/Delegate	Signature	
SAMI KOUTIO	Sami Koutio	
Submitted to the International Jury with Protest Fee (€ _____ or US\$ _____)		
Date: 7.9.24	Time: 8:53	Jury Member Initials: Pierre VANLOSTENX
Verdict of the International Jury		
After video Review by the Jury		
- Figure #6 is a spin 1+ 3/4		
- Correct figure should be spin 1+ 1/4		
Figure #6 must be scored Hz / Protest upheld		
Date: 7.9.2024	Time: 8.58	Jury President's Signature: Pierre VANLOSTENX



CIVA Protest Form



Team Protesting: <i>ETE</i>	Event: <i>EAAE 2024</i>	Programme: <i>2 FU1</i>
Details of the Protest		
<i>Dear Jury</i>		
<i>Our competitor Jan Jilek, participating in program 2 (FU1), has been assessed a low penalty. According to Rule 4.1.3.1, penalties are determined by a simple majority, with exceptions such as disqualifications.</i>		
<i>In this instance, Jan received a low penalty from Judges 3, 4, 7. However, Judges 1, 2, 5 and 6 did not assign him a low mark.</i>		
<i>We respectfully request that you reconsider this penalty, as there is no majority in favor of it.</i>		
<i>Sincerely</i>		
<i>Jaroslav ETE</i>		
<small>If space is not sufficient, please continue overleaf</small>		
References		
FAI Sporting Code, Gen Section and / or FAI Sporting Code, Section 6	<i>4.1.3.1</i>	
Name of Team Manager/Delegate	Signature	
<i>Jaroslav</i>		
Submitted to the International Jury with Protest Fee (€ <u>100</u> or US\$ <u> </u>)		
Date: <i>8.9.2024</i>	Time: <i>13.10</i>	Jury Member Initials: <i>V17</i>
Verdict of the International Jury		
<i>Low penalty majority was not reached. Penalty will be removed from the scoring relation.</i>		
Date: <i>8 Sep</i>	Time: <i>13,40</i>	Jury President's Signature: 

CIVA Protest Form



Team Protesting: GBR	Event: EAAC 2024	Programme: 4 - ADVANCED
Details of the Protest <i>Dear President of the International Jury,</i>		
I wish to protest the mark of 0.0 (numerical zero) awarded in Fig.12 of Programme 4 by Judge 3 on the basis of the reason given on the Judge's scoresheet.		
SC6-1 4.4.1.12 requires the Judge to state a reason why the figure was graded as zero. The reason written was 45° only 7 points. It is clear that the reason written as only 7 points would have resulted in the Judge awarding a mark of HZ and that it is not a valid reason for awarding a mark of 0.0.		
SC6-1 4.4.1.11 states that a mark of 0.0 (numerical zero) is awarded if the total of downgrades in this section leads to a value lower than the score of 0.5. I flew this figure cleanly with no major errors so a score of 0.0 (numerical zero) is impossible for this figure.		
B.9.26.4 states how angular errors in hesitation rolls are to be marked. It is not possible to achieve an angular error of 45° in a 8x8 roll, so this reason is not valid for awarding a mark of 0.0.		
I would ask that the International Jury delete this mark and replace it with an average mark for the Judging Panel.		
<i>If space is not sufficient, please continue overleaf</i>		
References		
FAI Sporting Code, Gen Section and / or FAI Sporting Code, Section 6	4.4.1.12. / 4.4.1.11. / B.9.26. Family 9.2 - 9.8 - Hesitation Rolls B.9.26.2 / B.9.26.3. / B.9.26.4.	
Name of Team Manager/Delegate	Signature	
SZYMCZAK		
Submitted to the International Jury with Protest Fee (€ 20 or US\$) 80 pounds		
Date: 11/09/2024	Time: 10 445	Jury Member Initials:
Verdict of the International Jury		
<p><i>Jury reviewed the video/figure #12. The jury counted 8 stops. The comment on the score sheet: "only 7 points" should have been marked HZ. The comment of the judge is not fully valid and a reminder will be done. The protest is partially upheld (no fee), the mark 0.0 will stay.</i></p>		
Date: 12.9.24	Time: 11:20	Jury President's Signature: 

CIVA 2014 v1