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# **27<sup>th</sup> FAI World Aerobatic Championships**

## **Organizer's Report**

**Version 6 – 26 December 2013**



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### 1. Introduction

Hosting the 27<sup>th</sup> FAI World Aerobatic Championship in the United States of America was an honor and privilege for all those involved in its organization and presentation. The Championships accomplished many goals, the most important being the crowning of a new Overall World Champion, Women's World Aerobatic Champion, and World Champion Teams in the Men's and Women's divisions. Our congratulations to the winners.

The flight programmes flown included the Known (Programme 1), Free Program (Programme 2), and the Free Unknown #1 (Programme 3) with a reduced group of pilots. The Final Freestyle (Programme 5) was also flown successfully to completion and all operations were executed with safety as top priority. Altogether, **154** contest flights were flown.

The bid to hold the Championships in Jean, Nevada was accepted by CIVA at its plenary meeting in Kraków, Poland in November 2011. When the venue in Nevada suddenly became unavailable, the International Aerobatic Club (IAC) was called upon to select another location. A new location at North Texas Regional Airport (KGYI) was confirmed by the IAC Board of Directors in May 2012, and a presentation of the new site was made to CIVA in November 2012 in Lausanne.

### 2. Corporation and Infrastructure

The all-volunteer contest staff came from across the United States and Canada with a mixture of experienced IAC contest regulars and many new faces. The Key Volunteer Group (KVG) created a legal corporate entity separate from IAC and to gain a favorable tax status from U.S. tax authorities. The selection of the Jury members and Judges along with their Assistants was conducted by CIVA and their names provided to the organizing body.

The KVG met on a monthly basis via teleconference beginning in August of 2012. Corporation paperwork including tax information, bylaws and statement of purpose, and the filing with the State of Texas were underway by September 2012. The Organizer's Agreement between the World Aerobatic Championship 2013, Inc. (WAC 2013, Inc.) and the FAI was initiated in October 2012. The Internal Revenue Service (IRS) application for non-profit status was ready for submission in November and the IRS acknowledged receipt by the end of December 2012.

### 3. Championship Bulletins

WAC Bulletin #1 was published in mid-December 2012. Bulletin #2 was published in the first week in May. These publications provided the expected and necessary information on the Championships for all participants in accordance with *FAI Sporting Code*.

### 4. Awards

The Championship hosted 58 competitors from 17 countries. All awards that were distributed at WAC 2013 are presented in Appendix A.

It should be noted that all of the FAI and CIVA Medals shipped by the FAI Head Office in



Lausanne arrived in good order and the engraving was perfect.

The Fédération Française Aéronautique (FFA) and Russian Team were very cooperative in transporting or shipping the traveling trophies to Texas and all were on hand and presented at Closing Ceremonies. The FAI Challenge Trophy (for the winning women's team) had been in storage in Paris and the other trophies were held by the Russians due to their victories at WAC 2011.

### 5. Financial Results

Financial results for WAC, available as of 24 December 2013 are attached to this report as Appendix D. At time of reconciliation, not all payment of expenses and finalization of invoices had been completed. All invoices and obligations will be settled in the coming weeks. Two invoices are in dispute and under negotiation.

Unexpected expenses were incurred for meals when an assumption was made that breakfast was included with the hotel stay at the Tanglewood Resort; when a more experienced videographer was brought in to replace the scheduled videographer for the judge's line video; and when the west judges' position had to be moved due to a FAA request.

The original budget did not take into consideration sales taxes since the assumption was made that the corporation would receive the not-for-profit IRS 501(c)(3) tax status in a more timely manner. This tax status was finally granted on 17 November 2013 and the organizers will attempt to recoup the taxes paid out to date. The federal government was very slow in granting the tax status due to budgetary problems, heavy workload, and reduced operating hours.

It should also be noted that Breitling USA and FAME did pay their invoices but were very slow to send the funds.

After the CIVA meeting in Lausanne, the WAC 2013 organization committed to support 10 Judges and 10 Assistants which impacted the financial results. *FAI Sporting Code, Section 6*, only *requires* the support of 7 Judges and 7 Assistants.

Direct costs of supporting WAC pilots came to approximately **\$2,164** per pilot. The cost only includes hotel, meals, banquets, fuel and oil, and CIVA Sanction Fees. It does not include all of the logistical and fixed costs of staging a competition, such as insurance, videography and photography, volunteer hotel costs, and other expenses. See Appendix for information on Entry Fees and payments.

### 6. Sponsorships

Because the championship occurred only 10 days after the U.S. National Aerobatic Championships and at the same location, obtaining sponsorship was challenging.

The KVG based most of the prospective sponsorship list on approaching companies different from those who would normally be interested in sponsoring the U.S. Nationals.



The organizers owe a special thanks to all of the IAC chapters who supported us with donations and those who purchased WAC 2013 merchandise to sell at their local contests. WAC 2013 also offers a special thanks to IAC Chapter 24 (Lonestar Aerobatic Club) for their support. The Championships utilized their contest equipment and they provided a beer tent in the International Village.

### **7. Hotels and Transportation**

In the original WAC 2013 bid accepted by CIVA, the Entry Fees were set to include accommodation. Therefore, the organizers decided not to offer the option of an Entry Fee without hotel accommodation and elected to handle the hotel bookings.

Tanglewood Resort was chosen specifically for the competitors, their team members and observers by the Contest Director. However, once the Championship was underway, the hotel did not meet our expectations or those of the teams. The organizers extend their apologies to those who felt the Tanglewood Resort did not meet Championships standards and that the location was too remote.

Bids were accepted from the local motels for the Key Volunteer Group and the Judge/Jury group. The Hampton Inn & Suites in Denison, Texas, was chosen for the KVG and the Comfort Inn & Suites in Sherman, Texas for the Judge/Jury group.

MaryBeth Rudd acted as Hotel Coordinator and collected the travel information directly from the Jury/Judge group and the Key Volunteer Group. She coordinated accommodation for the pilots and team members and observers through the registration process in coordination with Lynn Bowes, Registrar.

All of the CIVA officials (Judges and Jury) who requested transportation to Sherman were picked up by WAC volunteers at Dallas-Ft. Worth International Airport (KDFW). The airport is located 107 kilometers south of Sherman, Texas. Daily transport to KGYI from the hotel was provided. Judges and Jury members were also returned to KDFW for their departures.

### **8. Contest Officials**

The list of Contest Officials can be found in Appendix C. We cannot thank these volunteers enough for their diligent efforts.

Chris Rudd and Lorrie Penner worked as joint Contest Directors to organize the Championships and all of its many parts. The level of detail and the hundreds of tasks required to organize a FAI Championships is a real challenge and only known to those who have actually done it.

Lynn Bowes acted as Registrar I and continually demonstrated her organizational skills through many challenging times, obtaining the necessary information and fees from pilots and team managers from 17 different countries. During the championship she spearheaded the office operations, keeping everything professional, organized and efficient with a smile and warm greeting for all.



Kathleen Moore's task as Registrar II was one of the most difficult at WAC 2013 in terms of focus, on-site organization, and preparation. Kathleen has been a familiar face at the U.S. Nationals every year as Registrar and is an irreplaceable asset to the American aerobatic community. Her sense of humor, her calm and unflappable demeanor, and tireless efforts pulling together the paperwork for judges, boundaries and others were noteworthy. Kathleen is without a doubt the reason there were no paperwork problems reported from the judges' line. Having her on the registration team was a true pleasure.

Bruce Ballew acted as the Treasurer for the corporation before, during and after the Championships. He helped guide the key personnel into considering budget changes, verifying purchases and invoices and continues today to finish the last bits of business. During the contest he worked with the Lake Texoma Jet Center to insure the competitors were charging the correct amount of fuel covered by their Entry Fee.

Carol Brinker served as Scoring Director. After scoring a 106-competitor, five-category U.S. Nationals, she was faced with a comparatively easy time at WAC 2013 with only 58 competitors in one category, Unlimited. Scores were rapidly posted to the CIVA results website ([www.civa-results.com](http://www.civa-results.com)).

Doug Sowder acted as the weather official. He spent most of the competition launching balloons and recording the data. He also made good use of Twitter and those subscribing to @WACWind could receive the latest observation instantly. He also calculated headwind, crosswind, and tailwind components which were included with the Tweets along with information on ceiling. See Appendix G for the wind reports.

The starting team and tech inspectors were a group of experienced contest regulars headed by Tom Adams as Flight Director. He was supported by Steve Johnson, Gary DeBaun, Bob Harris and Pat Rebbetoy. Gary's additional duties included working with Richard Hamilton as Tech Inspector. Bob Harris also worked as a Tower Liaison and Pat Rebbetoy provided volunteer support as required. All contest aircraft received a tech inspection, as required at all American aerobatic competitions, and a sticker placed near the cockpit on completion of the inspection.

Gary DeBaun's and Richard Hamilton's experience as Airframe and Powerplant Mechanics ("engineers") was put to good use numerous times, and critical to getting pilots back in the air on occasion. The group was an integral part in maintaining the flow of the contest and one reason for our excellent safety record during the Championships.

In the Volunteer Coordinator position, Joy McKinney of Canada was a real asset. Although not a veteran of international events, she applied her experience from regional contests and adapted very well to changes and special requests. Patty Anderson worked with Joy and headed up the care of the Boundary Judges and ensuring they were knowledgeable of the applicable CIVA rules. Ian Padden not only served as a Boundary Judge numerous times, but assisted Patty when he was not on a corner himself. Ian is a former member of the British Aerobatic Team.

Crucial to the pre-event and event airport operations was our Waiver and Government Relations Coordinator, Wayne Roberts. Wayne handled multiple airspace waiver applications and his interaction with the FAA on pilot license requirements was diplomatic and well done.



Last minute decisions from the FAA in regards to non-U.S. Civil Aircraft Special Flight Authorizations less than 3 weeks prior to the start of the contest caused some concern for the organizers. Wayne verified the details and relayed them in an understandable manner in an outreach to non-U.S. participants who were arriving or who had already arrived in the United States so they could comply with the regulations regarding their non-U.S. registered aircraft.

With the WAC 2013 staff's limited experience in running a World Championship, we engaged Mike Heuer as our CIVA advisor. Mike was very gracious and on call to answer our questions at a moment's notice. Because of the protocol associated with the Opening and Closing Ceremonies, Mike was instrumental in helping plan these events. Mike was especially helpful to the registration office and in arranging the daily schedule.

Airport Operations were coordinated with help from North Texas Regional Airport (KGYI) Manager, Mike Shahan. Mike was helpful in assisting the organizers work with the tower and the flight school. He was instrumental with logistical support around the airport, including providing space to store supplies and equipment for the Opening Ceremonies.

Ellyn Robinson was the coordinator for the Opening and Closing Ceremonies and made more than one trip to Denison/Sherman to make arrangements in person. She worked closely with Anna McKinney (Denison Chamber of Commerce) on the Opening Ceremonies dinner and arranged the caterer and decorations for the Closing Ceremonies.

MaryBeth Rudd also took on the assignment of food coordinator and procured multiple vendors to serve the box lunches throughout the Championships.

### **9. Schedule**

The schedule for the ten days was developed using past Championships as a guide.

With guidance from Mike Heuer, Lorrie Penner set out the daily flying schedule in accordance with the *FAI Sporting Code Section 6, paragraphs 4.3 - Programmes of World and Continental Championships*.

The daily flying schedule was adjusted for weather delays as required. Because of these delays, the Free Unknown #2 was not flown.

See Appendix E.

### **10. Waivers**

KGYI Practice Waiver and KGYI Contest Waiver. See Appendix F.

The practice waiver was already in place and only needed an adjustment in August to add waiving of FAR §91.121(a) to allow participating pilots to set their altimeters to zero on the ground and adding the phrase, "or his/her delegate" to Special Provision #8 (who may activate the box).

The draft of the WAC airspace waiver was presented to the Contest Director and Airport Manager by Wayne Roberts in June 2013 at which time Mike Shahan provided an aerial





photograph of the airport with the new box location to add to the waiver application. The FAA Waiver was approved in August 2013.

Outlying practice area Waivers:

- KRQO: El Reno Regional Airport, El Reno OK. Application submitted in June 2013. Reapplied Oklahoma City FSDO in August and approved September.
- KONY: Olney Municipal Airport, Olney, TX. Long term waiver was already in place and IAC member, J.J. Humphreys, confirmed he agreed we should use the location for a WAC 2013 practice location.
- KLNC: Lancaster Regional Airport, Lancaster, TX. Applied to FAA Flight Standards District Office (FSDO) in September 2013. Approved in September after some discussion of possible conflict a waiver at Midway (KJWY) airport that was considered. We elected to only pursue the KLNC waiver.
- KADM: Ardmore Municipal Airport, Ardmore, OK . Applied to Oklahoma City FSDO in July 2013. Approved September 2013.
- KRCE: Page, OK. Applied to Oklahoma City FSDO in July 2013. The waiver was denied in August due to conflict with another practice waiver and training camp already set up at the same site.

The practice sites were utilized by various teams in the days preceding the WAC opening.

It should be noted that French Team elected to find its own practice site, due to its training regimen, and trained in Newton, Kansas where they were welcomed by local officials and IAC members. The British Team practiced in Bentonville, Arkansas.

### 11. Opening and Closing Ceremonies

Opening Ceremonies took place at the airport and the Parade of Nations was led by the Southeastern Oklahoma University marching band. A formation dance routine was provided by the group *Dance Explosion* with a specially choreographed "Aresti Dance". A parachute jump with the FAI flag and anthem took place as CIVA President LG Arvidsson officially opened the event. A small airshow featuring C-47, B-17, B-25, and P-51 aircraft was provided followed by the banquet in the Davis hangar. Banquet attendees enjoyed live country-western music, complimentary cowboy hats, and a glass of cognac, provided by Guy Auger who hails from Denison's sister city in France.

The Closing Ceremonies, banquet, and awards presentations took place at the Palazzo Conference Center in Denison with most WAC participants in attendance as well as local and airport officials. It was a very memorable evening.

### 12. Warm-Up Pilots

Warm-up flights were provided for the Judges at the start of every contest day, when the Judges switched to the west side in the afternoon , and when a new flight programme began. Joe Brinker and Benjamin Freelove flew as warm-up pilots daily. "*Hors Concours*" pilots



Jeff Boerboon and Mike Ciliberti provided warm-up flights after they were cut from Programme 3 due to time constraints.

### **13. Issues and Problems**

#### **13.1. Location**

While KGYI was a very desirable location due to its familiarity to much of the American aerobatic community as the venue for the U.S. Nationals since 1972, it had many drawbacks for the organizers.

Chief among the disadvantages was the close proximity of dates between the U.S. Nationals and the WAC. Since the contests were only 10 days apart and at the same airport, the organizers had to be careful in developing new potential sponsors as was mentioned previously in this report.

The WAC 2013 fund-raising plan was to work outside of the businesses that were the normal and proven mainstays of U.S. Nationals. While the organizers had many helpful suggestions of companies to approach, the suggestions did not come with any connections to people within those companies who may have been sympathetic to aviation and aerobatics in particular. We were forced into making many “cold” calls.

Rumors and insinuations that there was a ‘lot of money in Texas’ and we were going to see it coming our way, proved to be only that - rumors. We did not receive much monetary support from Texas with the exception of Anna McKinney and the Denison Chamber of Commerce, who sponsored the cost of the Opening Ceremonies banquet.

#### **13.2. The Breitling Contract**

Any future organizers should be aware that in May 2012, Breitling entered into a sponsorship agreement with FAI to have a “presence” at selected FAI championship events. This was not communicated to the Contest Director or Assistant Contest Director prior to the signing of the Organizers Agreement.

Because of this contract, in which no other watch or jewelry company is allowed to sponsor the event or even participate as advertisers in program books, we had to turn away \$10,000 from Hamilton.

In the end we received \$4,000 from the FAI's FAME company (not directly from Breitling Switzerland or Breitling USA), but their presence was much larger than the donation warranted. We understand that FAME has had difficulties. In our view, communication with FAME was poor, Breitling USA somewhat better, and in the end, Breitling showed up at the contest and were quite demanding in how Breitling banners should be displayed and in other logistical details.

Both FAME and Breitling USA paid WAC 2013 the sponsorship commitment they had made and the hotel costs incurred by the organizers, but they were very slow in paying their invoices. FAME took several months and Breitling USA took over two months.



### **13.3. *West Side Judging Position***

Another unanticipated problem that cost the organizers over \$4,000 was an FAA request to shift the location of the aerobatic box. The shift was required to keep box markers off active taxiways.

We did not become aware of this request until January 2013, well after our initial budget was established. The shift resulted in the need to move the judges' position on the west side about 80 meters further south. This required removal of trees and grading of the ground in the area to allow setup of judging line equipment. The late notice from the FAA did not allow sufficient time to sod the area and it remained bare dirt. The area became quite muddy during the rains and as a result, very inconvenient for the Judges. Our apologies to the Board of Judges who work in difficult conditions even in the best of times.

### **13.4. *Wind Limits and Weather***

Because of the tight limitations on wind per CIVA rules, and unseasonably windy conditions, delays and much drama were experienced when the Jury and Team Managers convened to discuss and vote on relaxing the wind limits.

Because strong wind in Texas is always a possibility, regardless of past weather statistics, on 20 November 2012, the organizers tried to preempt the problem by applying to the CIVA Bureau for a waiver on wind limits. An increase to 14 meters/second headwind component with no change to crosswind or tailwind components was requested. That request was denied in a letter from CIVA President LG Arvidsson on 3 December 2012.

Also not normally a problem in the month of October (a study of weather data indicated that the same time periods in October 2011 and 2012 experienced mostly sunny weather) and after having experienced a season of drought, the Texas weather changed drastically about three days into the event and flying was delayed for three days due to rain. Temperatures also dropped and remained cool for the remainder of WAC. Our thanks to the Judges who had to bear the brunt of the cold, especially in the morning hours. They were provided blankets by the organization which helped greatly with the unexpectedly cold conditions.

The weather disruption prevented the competitors from flying Free Unknown #2 (Programme 4). By agreement of the Team Managers and International Jury, the top half of the competitors flew Free Unknown #1 (Programme 3).

### **13.5. *Accommodation and Food***

The problems with breakfast at the Tanglewood Resort have been mentioned. This was solved by the organizers as quickly as possible. Breakfast was available at the Comfort and Hampton hotels occupied by CIVA officials and volunteers.

Box lunches were provided each day and large coolers with bottled water kept in the briefing hangar at all times. Coffee was often served in the hangar as well. The judging line was provided with coffee, water, and snacks throughout each day. There were no food vendors on the airport due to the relatively small number of people on site which made it economically unviable.



There are no restaurants at the Comfort and Hampton hotels which is typical of most American franchise hotels today. Restaurants are usually found only in higher-end hotels. Thus, the organizers made the decision to issue pre-charged credit cards to all paid participants and CIVA officials. However, due to the complexity of the procurement and issuance of the cards, the Treasurer decided to issue a \$150 cash stipend to everyone in lieu of the cards. The amount of the stipend took into account the number of evening meals required, since receptions were scheduled on some evenings and the Opening and Closing dinners were provided.

### **14. Airport Operations**

#### **14.1. Tower Operations**

The tower requested that all practice days prior to the championship restrict the pilots to flying above 1,000 AGL due to flight school operations. This restriction was not well received by the pilots and there were a couple of instances in which pilots disregarded this directive.

When the contest flights began, the tower would hand off operation of the airspace to the Chief Judge for competition flights. Between flights, the Tower would reclaim the airport for inbound or departing traffic. There were some long holds for competitors while the tower was working through these operations.

#### **14.2. Transient Traffic**

Although the organizers knew there would be some level of delay to the contest schedule due to transient traffic, this issue was more severe than anticipated and beyond our control. We provided a tower liaison to work with the controllers to assist with their management of traffic, which seemed to help somewhat, but because of the volume of commercial operations not much could be done.

It should be kept in mind that the U.S. Nationals had concluded just two weeks before. At that contest, 106 pilots flew a total of 329 flights in a five and a half day period. Though some of these flights had box floors above traffic pattern altitude, which permitted non-contest aircraft operations, the Nationals operated at a much faster pace than WAC. The slower pace of the WAC was unexpected and cannot be fully accounted for. There were numerous instances of seemingly unending delays for competition aircraft to depart while waiting for transients to fly well clear of the area or to land. Our apologies to all competitors for these delays.

#### **14.3. Flight School**

A major source of traffic was from a flight school that now resides on the North Texas Regional Airport. At the time of the U.S. Nationals in 2012, there were 65 students in various stages of flight training. By the time of WAC's start, we were informed that there were over 90 students and the airport expected to continue with 42 operations per day even during the contest. Though meetings were held with the flight school, these were ineffective and did not result in improved cooperation. Airport Manager Mike Shahan made some arrangements with



the flight school to decrease their operations during the last two days of the Championships and we are thankful for Mr. Shahan's work.

### **15. Communications**

Communications with the Boundary Judges when the judges' position is located on the west side of the field has been a problem in the past as contact can be intermittent with the Northeast corner of the aerobatic box. Though the organizers arranged for improved radios to be loaned by IAC Chapter 67 to solve this, they were not sufficient for the job. In the end, 7 radios and 2 repeaters that allowed us to support all required ground communications were obtained. This rental equipment came from Bearcom and no problems were reported.

From what we were told by experienced CIVA personnel, the Boundary Judge operation was the smoothest in recent WAC history. There were no significant issues. The Boundary Judges were experienced people from the American aerobatic community and the sighting devices were satisfactory. Radio communications with the Boundary Judges was satisfactory. A report on penalties, including Outs, generated by ACRO is attached to this document.

Mobile phones were purchased and issued to key contest personnel and Team Managers. This permitted easy communication and also the reception of text messages and Tweets such as those from @WACWind with the weather updates and @WAC2013 with announcements and news.

### **16. FAA**

Wayne Roberts started work on the pilot license requirement guidelines in April 2013 and continued receiving changes and updates through September. The WAC 2013 Pilot and Aircraft Requirements document was developed and posted to the WAC 2013 website as guidance for the championship competitors.

### **17. Aircraft**

Because of the fact that most competitors would be coming from Europe, the organizers named an Aircraft Coordinator, Tom Adams, to assist securing USA-registered and based aircraft for use at WAC. This effort was successful.

We are not aware of any pilot canceling participation at WAC due to an inability to find an aircraft. Some may have decided not come because of the complication and expense of shipping aircraft but everyone who contacted the WAC 2013 organization received our assistance.

Any future Championships held in the USA will provide similar assistance to anyone requesting it.

A list of N-registered aircraft which were provided for non-US pilots is attached. See Appendix F.



### **18. Free Unknown #1**

As stated in previous sections of this document, Free Unknown #1 was flown. However due to weather delays, a decision had to be made regarding the number of pilots who would be flown so the programme could count toward the World Championships.

The International Jury and the Team Managers came to an agreement to fly the top 50% of the competitors in this program. The remaining pilots (in rank order) would be added at the end and flying would take place until such time the programme had to be terminated. This was to occur just prior to the Final Freestyle.

This decision caused the Final Freestyle to be flown late on the last day of WAC.

### **19. Scoring**

An issue with WAC scoring was the receipt of the marking sheets from the Final Freestyle at a very late hour and just prior to the Closing Ceremonies. Because the weather put the contest behind schedule, the Freestyle was not completed until 17.30, Saturday, 19 October.

Because of time being so compressed, the flight times were not entered in ACRO properly and the scores that first appeared on the CIVA results website were not accurate. That said, the rankings were correct and the Medals were awarded to the proper recipients. The contest data was corrected in the days immediately following WAC and everyone notified.

### **20. Branding, Marketing, and Merchandise**

The logo and branding of the Championships were prepared by Margo Chase of The Chase Group in California. Margo is a competition pilot and talented graphic artist. Some examples of the branded merchandise and other material are attached as Appendix I.

### **21. A Documentary, Photography, and Videos**

Aerobatics is one of air sports' most photogenic disciplines and FAI Championships offer tremendous opportunities for exciting pictures of aircraft, pilots, and people.

Laurie Zaleski, an experienced and professional aviation photographer, was on hand to document the entire event. Dozens of her pictures now appear in the WAC photo gallery: [wac2013.com/album/index.html](http://wac2013.com/album/index.html)

These photos have also been provided to the FAI Communications Manager, Faustine Carrera, and appear in FAI's photo galleries as well under the Championships Results:

[www.fai.org/civa-events/civa-events-calendar-and-results?id=31506&EventCalendarId=7690](http://www.fai.org/civa-events/civa-events-calendar-and-results?id=31506&EventCalendarId=7690)

There are a total of **470** pictures in these photo galleries.

Videos were taken throughout the event by Jim Connors and his Assistants, Daryl Dressler and Jaredt Troudt. The videos can be found on Vimeo as follows:





WAC2013 Video: [vimeo.com/77590740](http://vimeo.com/77590740)  
Final Freestyle part 3: [vimeo.com/77780202](http://vimeo.com/77780202)  
Final Freestyle part 2: [vimeo.com/77666069](http://vimeo.com/77666069)  
Final Freestyle part 1: [vimeo.com/77664704](http://vimeo.com/77664704)  
Video Bytes 3: [vimeo.com/album/2461133/video/77173006](http://vimeo.com/album/2461133/video/77173006)  
Video Bytes 2: [vimeo.com/77171951](http://vimeo.com/77171951)  
Video Bytes 1: [vimeo.com/77164731](http://vimeo.com/77164731)  
WAC Days 4-5: [vimeo.com/77126147](http://vimeo.com/77126147)  
WAC Day 3: [vimeo.com/76994384](http://vimeo.com/76994384)  
WAC Day 2: [vimeo.com/76800132](http://vimeo.com/76800132)

It is safe to say WAC 2013 was the most photographed and filmed FAI event in recent memory.

Aside from the organizer's own photography and video staff, Fredric Lean of Leanmedia (New York City and Paris) was on hand to film a documentary featuring the women pilots. Mike Heuer held an initial meeting with Mr. Lean in Lausanne in November 2012 and provided the coordination with him to make the necessary contacts.

The film will be called "*Skydancers*" and according to Mr. Lean's Facebook page, it will be, "*An Independent Documentary About Women In Aerobatics, Big Dreams, Flying, But More Importantly About Women Who Dare!*"

Release is scheduled for sometime in 2014. The documentary should provide excellent, accurate, and colorful coverage of our sport.

## **22. Recommendations for Future World Championship Events**

Our recommendations to CIVA for future Championships are as follows:

### **22.1. Weather**

Careful evaluation of the weather conditions should be given when approving a site and we anticipate CIVA and potential organizers will pay considerable attention to this data in the future. Both WAC 2009 and 2013 failed to fly all flight programmes and this is a disservice to the pilots. WAC 2013, Inc. believes we could have done a better job in selecting the venue. However, it must be kept in mind that no amount of historic weather data is a guarantee of good weather at a contest venue.

As stated previously in this report, the CIVA wind restrictions are very tight. If wind is a consistent problem at most Championships, CIVA should give consideration to increasing the limits. Pilots will prepare and practice for the limits CIVA publishes. Having the same problems over and over makes little sense and calls for regulatory reform.

### **22.2. Guidelines and Advice**

While the support and work of key FAI International Officials (Judges and Jury) are crucial to a successful World Championships, pre-contest advice and consultation is also vital.



This can come in two forms – a pro-active Jury and a named CIVA Advisor. If the organizers of WAC 2013 had not had Mike Heuer as an advisor there would have been many more problems as Mike is intimately familiar with the provisions of Sporting Code as well as international aerobatics' traditions and protocols.

CIVA should name an official Adviser early in the process and he or she should be in frequent contact with organizers. The questions can number in the hundreds. As an example, we even asked Mike Heuer for the measurements of the FAI flag so our parachutists could be prepared for Opening Ceremonies. The details are endless and varied and require that the Advisor be highly experienced in World Championship organization.

We also welcomed the receipt of the draft copy of the *CIVA Guidelines for Championships Organisation*. Though only a draft and not a finalized document, it was provided various members of the WAC staff for their review and guidance. Our only request is that it be simplified into a form of English that is more common to technical manuals.

### **22.3. FAI Organizer Agreement and Coordination**

The expectations of FAI were not clearly communicated. FAI requires signatures on an "Organizer Agreement" before event organization can proceed. The document contains considerable legal language but little direction on the actual running of the event. FAI "corporate partners" are not mentioned.

It is also important to communicate with organizers the detailed requirements of any "corporate partners" that FAI has engaged, such as Breitling. Though we were appreciative of the monetary support that FAME provided as well as the various "in kind" materials that Breitling USA sent (caps, lanyards, banners, etc.), this must be communicated well in advance of the competition.

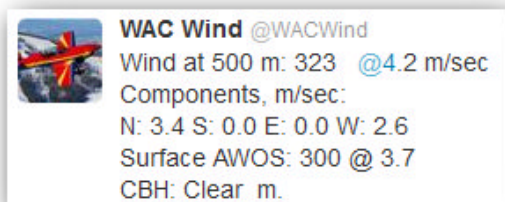
### **22.4. Sponsorship**

Organizers should develop a fundraising committee. One or two people will not have the time or energy to raise the \$80,000 to \$100,000 in donations that is required to run an event of this magnitude and to keep Entry Fees at a low level.

Attracting sponsors to WAC is not only important to CIVA in terms of keeping Entry Fees low but with appropriate sponsor participation, exposure of the event can increase which benefits aerobatics and all air sports.

### **22.5. Social Media**

Organizers should take advantage of all social media available to communicate with participants and to provide news and information on the Championships. WAC 2013 had a Facebook page and a Twitter account. Announcements were made on both as well as news updates (@WAC2013).



Twitter was also used to communicate wind and weather information (@WACWind).





E-mail lists and the website ([www.wac2013.com](http://www.wac2013.com)) were also set up, frequently updated, and effective. Organizing staff shared documents using Google. The FAI e-mail lists were also used to distribute WAC newsletters.

### 22.6. *Communications*

It is never possible to have too much quality or quantity in communications and this requires proper equipment. It seems there is never enough FM and VHF radios or mobile phones. Organizers should plan to have a reserve of this equipment on hand and an individual assigned to ensure the equipment is secured at the end of each flying day and fully charged and ready for the next day.

### 23. **CIVA Regulatory Reform**

Based on our experience organizing and administering the WAC, we recommend consideration be given to the rules suggestions we list below:

- Current wind limits should be examined. If many hours of flying time at Championships are being sacrificed to unreasonable wind limits, then those limits should be reviewed.
- Under the 2013 rules, there was little time allowed to check Free Programmes as it only says they must be submitted *48 hours before the programme is to begin*. A waiver petition on this matter which requested a firm deadline of 17.00, 9 October 2013 was submitted to the CIVA Bureau on 20 August 2013. The waiver was granted in a letter from President Arvidsson on 28 August. We note that rules have been changed in 2014 to address this problem.
- Current rules regarding disqualification for safety reasons are weak. The USA has submitted a proposal on the matter which we understand will be considered in the rules-making cycle in 2014.
- The FAI Challenge Trophy was shipped to Texas by the FFA in Paris. The box arrived in good condition but the Trophy needed repair as it was not supported properly by the internal structure of the box. The cost of this repair was borne by WAC 2013, Inc. but should be paid by CIVA. Our thanks to the FFA for absorbing the shipping costs which it was not obligated to do. The rules and/or Guidelines for Championships should spell out who is responsible for repairs and refurbishment of the Trophies.

Report Prepared and Edited by:

Lorrie Penner  
WAC Assistant Contest Director

Mike Heuer  
WAC CIVA/FAI Advisor  
USA Delegate to CIVA

Brian Howard  
WAC Assistant Chief Judge  
Member, CIVA Judging Sub-Committee



## Appendix A – Awards

### Programme 1 (Known)

Men:

3rd Place – Bronze: Michael Racy, United States

2nd Place – Silver: Francois Le Vot, France

1st Place – GOLD: Mikhail Mamistov, Russia

Women:

3rd Place – Bronze: Debby Rihn-Harvey, United States

2nd Place – Silver: Svetlana Kapanina, Russia

1st Place – GOLD: Aude Lemordant, France

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### Programme 2 (Free)

Men:

3rd Place – Bronze: Francois Le Vot, France

2nd Place – Silver: Rob Holland, United States

1st Place – GOLD: Mikhail Mamistov, Russia

Women:

3rd Place – Bronze: Kathel Boulanger, France

2nd Place – Silver: Aude Lemordant, France

1st Place – GOLD : Svetlana Kapanina, Russia

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### Programme 3 (1<sup>st</sup> Free Unknown)

Men:

3rd Place – Bronze: Gerald Cooper – Great Britian

2nd Place – Silver: Francois Le Vot – France

1st Place – GOLD: Francois Rallet - France

Women:

3rd Place – Bronze: Svetlana Kapanina, Russia

2nd Place – Silver: Kathel Boulanger, France

1st Place – GOLD: Aude Lemordant, France

*Eric Müller Trophy Winner: Francois Rallet - France*

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### Programme 5 (Final Freestyle)

Men:

3rd Place – Bronze: Martin Sonka, Czech Republic

2nd Place – Silver: Gerald Cooper, Great Britian

1st Place – GOLD: Robert Holland, USA

Women:

3rd Place – Bronze: Debby Rihn-Harvey, USA

2nd Place – Silver: Melissa Pemberton, USA

1st Place – GOLD : Aude Lemordant, France

*Manfred Stroessenreuther Trophy Winner (missing): Rob Holland, USA*

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### **Women's Team Champions**

3rd Place Women's Team: Dagmar Kress and Heike Sauls, Germany

Team Manager – Hein Sauls

2nd Place Women's Team: Debby Rihn-Harvey and Melissa Pemberton, USA

Team Manager – Michael Steveson

1st Place Women's Team: Aude Lemordant and Kathel Boulanger, France

Team Mgr – Jerome Houdier

*FAI Challenge Trophy Winner: France*

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### **Men's Team Champions**

3rd Place Men's Team: Mikhail Mamistov, Oleg Shpolyanskiy, Anton Berkutov, Russia

Team Manager – Victor Smolin

2nd Place Men's Team: Robert Holland, Michael Racy, Nikolay Timofeev, USA

Team Manager – Michael Steveson

1st Place Men's Team: Francois La Vot, Olivier Masurel, Francois Rallet, France

Team Mgr – Jerome Houdier

*Petr Nesterov Trophy Winner: France*

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### **World Women's Aerobatic Champion**

3rd Place – Bronze: Kathel Boulanger, France

2nd Place – Silver: Svetlana Kapanina, Russia

1st Place – GOLD : Aude Lemordant, France

*Royal Aero Club Trophy Winner: Aude Lemordant, France*

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### **Overall World Aerobatic Champion**

Receiving FAI Diplomas:

10<sup>th</sup> - Alexandre Leboulanger - France

9<sup>th</sup> - Nicolas Ivanoff - France

8<sup>th</sup> - Francois Rallet - France

7<sup>th</sup> - Nikolay Timofeev – USA

6<sup>th</sup> - Michael Racy – USA

5<sup>th</sup> - Robert Holland – USA

4<sup>th</sup> - Olivier Masurel - France

Medal winners:

3<sup>rd</sup> Place – Bronze: Gerald Cooper, Great Britain

2<sup>nd</sup> Place – Silver: Mikhail Mamistov, Russia

**1<sup>st</sup> Place and Overall World Aerobatic Champion: Francois La Vot, France**

*Aresti Cup Winner: Francois La Vot, France*



## **Appendix B – CIVA Officials**

### **International Jury**

President: Lars-Göran Arvidsson, Sweden

Member: Alan Cassidy, Great Britain

Member: Mike Heuer, USA

### **Board of Judges**

Chief Judge: John Gaillard (South Africa)

Assistants to the Chief Judge: Brian Howard (USA) and Irma Janciukiene (Lithuania)

Judges:

Guy Auger (France), Mikhail Bezdenezhnykh (Russia), Francis Itier (France), Violeta Gedminaite (Lithuania), Laszlo Liskay (South Africa), Nick Buckenham (Great Britain), Michael Gallaway (USA), Vladimir Kotelnikov (Russia), Kimmo Virtanen (Finland), Lyudmyla Zelenina (Ukraine).

Judges Assistants:

Vladimir Razhin (Russia), Jen Buckenham (Great Britain), Gilles Guillemard (France), Luke Lambard (USA), Eltonas Meleckis (Lithuania), Bernard Courtois (France), Natalya Kotelnikova (Russia), Quintin Hawthorne (South Africa), Hanna Räihä (Finland), Sergey Kryvoruchko (Ukraine).



## Appendix C

### WAC 2013 Key Volunteer Group (KVG)

Name	Position	E-mail Address
Adams, Tom	Flight Director/Aircraft procurement	<a href="mailto:fly4funta@gmail.com">fly4funta@gmail.com</a>
Anderson, Patty	Volunteer Coordinator II/Fundraising	<a href="mailto:flyaerobatics@gmail.com">flyaerobatics@gmail.com</a>
Ballew, Bruce	Treasurer/Tower Liaison/Fuel Manager	<a href="mailto:bruceballew@earthlink.net">bruceballew@earthlink.net</a>
Benzing, Vicky	WAC2013, Inc. Director	<a href="mailto:vicky.benzing@gmail.com">vicky.benzing@gmail.com</a>
Bowes, Lynn	Registrar 1	<a href="mailto:lynn.bowes@hotmail.com">lynn.bowes@hotmail.com</a>
Brinker, Carol	Scoring Director	<a href="mailto:fltschoolmom@bellsouth.net">fltschoolmom@bellsouth.net</a>
Brinker, Joe	Assistant CD-Flying/Warmup pilot	<a href="mailto:epicuran@bellsouth.net">epicuran@bellsouth.net</a>
Chase, Margo	Marketing /Branding/PR	<a href="mailto:margochase@gmail.com">margochase@gmail.com</a>
Connors, James	On-Site Media Coordinator/Videographer	<a href="mailto:connorsjim@mac.com">connorsjim@mac.com</a>
Dash, Marilyn	Facebook/Twitter Coordinator	<a href="mailto:marilyndash@gmail.com">marilyndash@gmail.com</a>
DeBaun, Gary	Technical Commission/Starting Team	<a href="mailto:b747inst@aol.com">b747inst@aol.com</a>
DeBaun, Kate	Contest Program/Merchandise	<a href="mailto:kwdphoto@yahoo.com">kwdphoto@yahoo.com</a>
Dressler, Daryl	Assistant to James Connors	
Figueroa, Lionel	Communications/Transportation	<a href="mailto:lxfigueroa@yahoo.com">lxfigueroa@yahoo.com</a>
Flournoy, Marty	Transportation Coordinator	<a href="mailto:marty@fercommercial.com">marty@fercommercial.com</a>
Granger, Dr. Jeff	Medical Director (week 2)	<a href="mailto:jgranger@columbus.rr.com">jgranger@columbus.rr.com</a>
Hamilton, Richard	Chairman, Technical Commission	<a href="mailto:rham45@aol.com">rham45@aol.com</a>
Heuer, Mike	CIVA/FAI Advisor	<a href="mailto:mike@mheuer.com">mike@mheuer.com</a>
Johnson, Helen	Chambers of Commerce Liaison	<a href="mailto:hduffyjohnson@gmail.com">hduffyjohnson@gmail.com</a>
Johnson, Steve	Starter 2	<a href="mailto:Gjunkie1@aol.com">Gjunkie1@aol.com</a>
Lovell, Doug	Webmaster	<a href="mailto:doug@wbreeze.com">doug@wbreeze.com</a>
McKinney, Joy	Volunteer Coordinator	<a href="mailto:jmckinney29@gmail.com">jmckinney29@gmail.com</a>
Moore, Kathleen	Registrar 2	<a href="mailto:kmoore@oklahomasteel.com">kmoore@oklahomasteel.com</a>
Piros, Dr. Jim	Medical Director (week 1)	<a href="mailto:moyestan@yahoo.com">moyestan@yahoo.com</a>
Penner, Lorrie	Assistant CD - Infrastructure	<a href="mailto:penn.lorrie@gmail.com">penn.lorrie@gmail.com</a>
Plyler, Mike	Aircraft Storage and Staging	<a href="mailto:mplyler@plylerbuilds.com">mplyler@plylerbuilds.com</a>
Roberts, Wayne	Government Liaison - FAA & Waivers	<a href="mailto:wroberts@lakecityaero.com">wroberts@lakecityaero.com</a>
Robinson, Ellyn	Opening & Closing Ceremonies Coordinator	<a href="mailto:Ellyn.VC2012@yahoo.com">Ellyn.VC2012@yahoo.com</a>
Rudd, Chris	Contest Director	<a href="mailto:waccd2013@gmail.com">waccd2013@gmail.com</a>
Rudd, MaryBeth	Hotel/Food/Refreshment Coordinator	<a href="mailto:akrudd@gmail.com">akrudd@gmail.com</a>
Shahan, Mike	Airport Manager	<a href="mailto:shahanm@co.grayson.tx.us">shahanm@co.grayson.tx.us</a>
Sowder, Doug	President - WAC2013, Inc. /Weather	<a href="mailto:dougsowder@gmail.com">dougsowder@gmail.com</a>
Stein Engberg, Chelsea	Safety Director/Tower Liaison	<a href="mailto:chelsea@goinverte.com">chelsea@goinverte.com</a>
Troutdt, Jared	Lead Videographer/Judging Line	
Zaleski, Laurie	Official Photographer	<a href="mailto:artzgraphics@comcast.net">artzgraphics@comcast.net</a>



## Appendix D – Financial Statement As of 24 December 2013

WAC2013	Budget	Paid	
<b>Expense Accounts</b>			
Championships Insurance	\$10,750.00	\$10,750.00	\$0.00
<b>Opening and Closing Ceremonies</b>			
Closing Ceremonies Dinner	\$6,645.80	\$6,645.80	\$0.00
<b>Air Show</b>			
Jump Team	\$1,200.00	\$1,200.00	\$0.00
C-47	\$2,500.00	\$2,500.00	\$0.00
Northwest Insurance	\$750.00	\$750.00	\$0.00
Patty Wagstaff Airshows	\$2,500.00	\$2,500.00	\$0.00
<b>Other Expenses</b>			
CIVA Sanction Fee (58 pilots @ \$205.00)	\$12,316.59	\$12,316.59	\$0.00
Fuel and Oil (all flights, all pilots, including 2 practice flights)	\$19,000.00	\$17,116.00	\$0.00
Smoke Oil (Final Freestyle)	\$1,638.93	\$1,638.93	\$0.00
West Judging Position - Clearing and Grading	\$4,547.00	\$4,547.00	\$0.00
<b>Video, Internet, Media, Administrative</b>			
Official Photography	\$4,000.00	\$4,000.00	\$0.00
Judging Line Video	\$8,000.00	\$8,000.00	\$0.00
24" screens for viewing	\$300.00	\$215.95	\$0.00
Internet, website, online development	\$4,000.00	\$4,000.00	\$0.00
Internet Access (WiFi)	\$4,738.52	\$4,828.92	\$0.00
Event Program	\$1,000.00	\$1,000.00	\$0.00
Registration Office	\$276.00	\$276.00	\$0.00
Scoring Office - Computer / Supplies	\$3,021.47	\$3,021.47	\$0.00
Bank Transfer fees - Registration	\$417.00	\$417.00	\$0.00
IRS 501(c)(3) Filing	\$850.00	\$850.00	\$0.00
Accounting Services (CPA)	\$300.00	\$300.00	\$0.00
<b>Lodging</b>			
Tanglewood	\$105,837.76	\$93,627.15	\$12,210.61
Tanglewood - Breitting rooms	\$3,048.36	\$3,048.36	\$0.00
Tanglewood Breakfast & Shuttle	\$0.00	\$4,983.94	\$0.00
60 competitors/ 79 rooms total			
30 Team Members/Observers			
2 rooms, 13 days - CD and Assistant CD			
Comfort Inn, Sherman / 23 rooms (Judges & Jury)	\$25,706.76	\$25,709.76	\$0.00
Hampton Inn, Denison / 20 rooms (Key Volunteer Group)	\$26,148.00	\$26,148.00	\$0.00
Michael Racy/Russian Team	\$12,000.00	\$12,000.00	\$0.00
<b>Meals</b>			
Dinner / Meal Cards (110 @ \$30/day - 5 days)	\$16,500.00	\$16,500.00	\$0.00
Jury/Judges/Assistant Judges			
62 Competitors/30 Team Members & Observers			
Participant lunches/on site (\$8.50/person/day)	\$11,770.00	\$10,772.51	\$0.00

## WAC 2013 Organizer's Report to CIVA



<b>Merchandise</b>	\$10,939.00	\$10,939.00	\$0.00
<b>Operations – On Site</b>			
On Site CD Expenses	\$1,200.00	\$1,200.00	\$0.00
Ground to Air Communications (VHF)	\$967.00	\$0.00	\$0.00
Mobile Phones (BearCom – 30 units)	\$650.00	\$0.00	<b>\$650.00</b>
Mobile Shop – Aircraft Repair	\$600.00	\$600.00	\$0.00
Tent	\$7,794.13	\$7,794.13	\$0.00
Port-a-let Rentals	\$1,136.00	\$1,136.00	\$0.00
<b>Transport Cost</b>			
Vans (Judges Shuttle)	\$3,600.00	\$1,470.11	\$0.00
Golf Carts (5)	\$2,072.00	\$2,072.00	\$0.00
Airfare - American Airlines (Rob Reider)	\$305.00	\$305.00	\$0.00
Airfare - Southwest Airlines (Chelsea Engberg)	\$286.00	\$286.00	\$0.00
<b>TOTAL EXPENDITURE</b>	<b>\$324,795.26</b>	<b>\$305,965.62</b>	<b>\$12,860.61</b>

<b>WAC2013</b>	<b>2013 Budget</b>	<b>Collected</b>	
<b>Income Accounts</b>			
Cash Sponsorship	\$55,000.00	\$57,500.00	
In-kind Sponsorship	\$15,000.00	\$12,000.00	Estimated
Contest Entry Fees	\$175,000.00	\$171,000.00	
Team Support Staff	\$50,000.00	\$51,150.00	Team Managers, Observers, Mechanics
Merchandise Sales	\$14,000.00	\$3,294.00	AirVenture \$1,470 + Online \$1,686 + Oshkosh Contest \$138
		\$2,135.00	IAC Chapter Sales
		\$984.00	US Nationals Sales
		\$5,800.00	WAC 2013 Onsite Sales
Vendor Space Rental	\$1,000.00	\$399.00	
Banquet Tickets	\$10,000.00	\$8,850.00	Opening and Closing Ticket Sales
Auction	\$10,000.00	\$6,350.00	Poster, Banner, Headset
<b>TOTAL INCOME</b>	<b>\$320,000.00</b>	<b>\$319,462.00</b>	

### Notes :

1. Tanglewood and Bearcom invoices still under negotiation. Amounts in dispute are noted in **red**.
2. Normal contest expenses that could be incurred by the organization were covered by various donors and are not shown in the expense accounts above. Items or services donated or partially funded included the national flags, Closing Ceremonies banquet (partial), box survey and marking, some contest equipment, wind measurement equipment, Registration Office supplies and name tags, and lunches for volunteers. These items should be budgeted at future Championships.



## Appendix E

### WAC 2013 Planned Daily Event Schedule

#### **Date                      In the Air**

##### Daily

07:00	Brief
08:00	Warm Up Flights
08:30	Flying
13:00	Lunch
14:00	Flying
19:00	End of Flying

#### **Date                      On the Ground**

10 October	Jury/Judge Dinner – <i>The Library</i>
13 October	19:00- 23:00 Rodeo / <i>Choctaw Casino</i> Trip
14 October	USA Team Wine & Cheese Party
15 October	19:00-21:00 Sherman Reception / <i>Sherman Museum</i>
17 October	19:00-20:30 Denison, Pottsboro, Sherman Chamber Mixer / <i>Loose Wheels</i>
18 October	19:00-22:00 Wine Tasting / <i>Viticulture Center</i>

#### **Closing Ceremonies**

19 October	The Palazzo Center, Denison, Texas
18:00	Cocktail Hour
19:00	Dinner





## Appendix F

### Pilots Flying N-Registered Aircraft

(Aircraft Based in the USA and Borrowed/Leased at WAC)

NAC	Pilot	Aircraft Type	Registration
AUS	Andronicou, Paul	MX2	N487MX
AUS	Noonan, Rob	MX2	N487MX
AUS	Wiltshire, Richard	MXS	N540JH
AUS	Piper, Grant	MX2	N487MX
CZE	Kopfstein, Petr	Extra 330SC	N73KG
GER	Sauels, Hein	Extra 330SC	N60DK
GER	Sauels, Heike	Extra 330SC	N60DK
H/C	Paris, Patrick	CAP 232	N232X
RSA	Hopkins, Nigel	MXS	N540JH
RUS	Mamistov, Mikhail	Sukhoi SU-31	N310BW
RUS	Shpolyanskiy, Oleg	Sukhoi SU-31	N310BW
RUS	Kapanina, Svetlana	Sukhoi SU-26	N596TJ
RUS	Berkutov, Anton	Sukhoi SU26	N596TJ
RUS	Krotov, Alexander	Sukhoi SU-31	N310BW
RUS	Chmal, Viktor	Sukhoi SU-26	N596TJ
SUI	Rohner, Hanspeter	CAP 232	N659DM

**Note:** Several pilots flew N-registered aircraft but these were not borrowed or leased aircraft. These pilots included Yoshihide Muroya (JPN), Alexander Leboulanger (FRA), Nicolas Ivanoff (FRA), and Francis Barros (BRA).



## Appendix G

### Official Wind Observations

Date	Time	Surface	500 m	HW	CW	Ceiling
<b>10 Oct</b>	08.04	140/4.2	197/16.2	15.4	4.8	NR
	09.07	Missing	198/13.9	13.2	4.3	
	10.21	180/5.3	193/12.5	12.2	2.8	
	10.58	170/8.4	191/16.5	16.2	3.2	
	13.11	160/4.7	161/6.3	5.9	2.1	
	13.44	160/4.7	157/6.1	5.5	2.4	
	15.19	160/5.8	137/10.6	7.8	7.2	
	16.25	130/6.3	156/6.4	5.8	2.6	
	18.01	130/5.8	149/14.0	12.0	7.1	
	18.45	130/5.8	150/12.3	10.7	6.1	
<b>11 Oct</b>	07.35	160/4.2	204/18.3	16.7	7.5	610
	08.55	160/4.2	202/19.1	17.7	7.2	610
	12.23	170/8.9	192/16.6	16.2	3.6	793
	14.14	160/8.9	207/8.9	7.9	4.1	1128
	14.44	160/8.9	204/4.5	4.1	1.8	1128
	16.32	180/5.3	185/9.6	9.6	0.9	1982
	18.02	160/5.3	177/9.8	9.8	0.6	2591
<b>12 Oct</b>	08.46	190/56.8*	230/13.7	8.8	10.5	Clear
	08.55	190/4.2	230/13.7	8.8	10.5	Clear
	09.50	190/5.8	182/15.5	15.4	0.5	671
	11.09	210/6.3	218/7.5	5.8	4.6	610
	12.08	220/4.2	256/4.4	1.1	4.2	793
	12.38	210/1.6	223/9.9	7.3	6.7	854 Sct
	14.01	Calm	243/4.9	2.2	4.3	1402 Sct
	15.07	130/3.2	023/3.3	3.0	1.3	1524
	15.26	120/4.2	359/2.7	2.7	0.0	1524
	16.00	090/2.6	022/4.3	3.9	1.6	1829
<b>13 Oct</b>	11.53	070/3.7	113/9.5	3.7	8.8	274
	14.31	090/5.3	108/10.2	3.2	9.7	396
<b>16 Oct</b>	07.54	350/5.3	017/13.8	13.2	4.1	1098
	09.17	350/5.8	017/13.8	13.2	4.1	1280
	11.51	350/6.3	021/14.3	13.4	5.1	1220
	12.38	350/5.8	012/9.8	9.5	2.0	1494
	13.45	360/62.1*	335/4.1	3.7	1.7	1829
	14.57	010/2.6	343/6.1	5.9	1.7	2134
	17.29	350/2.6	340/4.5	4.2	1.5	2439
<b>17 Oct</b>	07.41	Calm	324/5.6	4.5	3.3	Clear
	09.31	Calm	317/5.7	4.2	3.9	Clear
	12.37	Calm	198/1.7	1.7	0.5	Clear
	13.32	Calm	223/2.9	2.1	2.0	Clear
	15.03	270/2.1	243/3.2	1.5	2.8	Clear
	16.14	200/3.2	226/4.2	2.9	3.0	Clear
	17.18	190/3.7	234/3.4	2.0	2.8	Clear
	18.08	190/3.7	229/4.4	2.9	3.3	Clear
<b>18 Oct</b>	07.37	Calm	148/6.9	5.8	3.6	2287
	09.46	070/2.1	157/10.4	9.6	4.0	2744
	10.42	Missing	164/12.1	11.6	3.4	2744
	13.50	120/3.2	158/10.5	9.7	3.9	2591



Date	Time	Surface	500 m	HW	CW	Ceiling
	14.59	120/3.2	149/15.7	13.4	8.1	2591
	15.08	130/5.3	159/13.1	12.3	4.6	2134
	15.27	130/5.3	157/10.0	9.2	4.0	2134
	15.55	130/5.3	172/8.9	8.8	1.2	2134
	17.12	140/3.2	154/6.7	6.0	2.9	2134
19 Oct	07.38	310/3.7	360/11.9	11.9	0.0	Clear
	08.20	310/3.2	355/11.6	11.5	0.9	Clear
	09.27	290/2.6	349/12.1	11.9	2.4	Clear
	10.41	330/3.7	318/8.9	6.6	5.9	Clear
	11.51	290/4.7	337/7.3	6.7	2.9	Clear
	12.47	290/3.7	318/4.9	3.6	3.3	Clear
	13.57	300/3.7	323/4.2	3.4	2.6	Clear

\* Erroneous readings from ASOS.

Values shown in red were out of limits.



## Appendix H

### Penalties Awarded Summary

Programme 1: Known Compulsory								
	Too Low	Too High	Box Outs	Interruptions	Insertions	Missed Slot	Trg. Violation	Other Penalty
	Value 250	Value 50	Value 30	Value 150	Value 150	Value 250	Value 30	Value 10
Alexandr Krotov	0	0	1	0	0	0	0	0
Alexandre Leboulanger	0	0	1	0	0	0	0	0
Andrey Bepalov	0	0	3	0	0	0	0	0
Anton Berkutov	0	0	2	0	0	0	0	0
Brett Hunter	0	0	1	0	0	0	0	0
Claudius Spiegel	0	0	1	0	0	0	0	0
Dagmar Kress	0	0	1	0	0	0	0	0
David Barbet	1	0	0	0	0	0	0	0
Didier Amelinckx	0	0	2	1	0	0	0	0
Francis Barros	0	0	2	0	0	0	0	0
Goody Thomas	0	0	1	0	0	0	0	0
Grant Piper	0	0	0	2	0	0	0	0
Hanspeter Rohner	0	0	2	0	0	0	0	0
Hector Ramirez	0	0	1	0	0	0	0	0
Heike Sauels	0	0	1	0	0	0	0	0
Hein Sauels	0	0	2	0	0	0	0	0
Lukasz Czepiela	0	0	1	0	0	0	0	0
Mark Nowosielski	0	0	1	0	0	0	0	0
Melissa Pemberton	0	0	1	0	0	0	0	0
Michael Racy	0	0	1	0	0	0	0	0
Mike Ciliberti	0	0	2	0	0	0	0	0
Patrick Paris	0	0	3	0	0	0	0	0
Paul Andronicou	0	0	4	0	0	0	0	0
Richard Wiltshire	0	0	1	0	0	0	0	0
Simon Johnson	0	0	3	0	0	0	0	0
Thomas Bennett	0	0	3	0	0	0	0	0
Viktor Chmal	0	0	2	0	0	0	0	0
Yoshihide Muroya	0	0	1	0	0	0	0	0
<b>Totals:</b>	<b>1</b>	<b>0</b>	<b>44</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Programme 2: Free Programme								
<i>No penalties recorded for this sequence</i>								
Programme 3: Free Unknown #1								
	Too Low	Too High	Box Outs	Interruptions	Insertions	Missed Slot	Trg. Violation	Other Penalty
	Value 250	Value 50	Value 30	Value 150	Value 150	Value 250	Value 30	Value 10
Alexandr Krotov	0	0	2	0	0	0	0	0
Alexandre Leboulanger	0	0	1	0	0	0	0	1
Anton Berkutov	0	0	5	0	0	0	0	1
Artur Kielak	0	0	5	0	0	0	0	1

## WAC 2013 Organizer's Report to CIVA



Aude Lemordant	0	0	4	0	0	0	0	0
Brett Hunter	0	0	2	0	0	0	0	0
David Martin	0	0	2	0	0	0	0	1
Francois Rallet	0	0	1	0	0	0	0	1
Gerald Cooper	0	0	3	0	0	0	0	1
Goody Thomas	0	0	5	0	0	0	0	1
Grant Piper	0	0	0	0	0	0	0	1
Hector Ramirez	0	0	2	0	0	0	0	1
Kathel Boulanger	0	0	2	0	0	0	0	0
Martin Sonka	0	0	2	0	0	0	0	0
Melissa Pemberton	0	0	4	0	0	0	0	1
Michael Racy	0	0	4	0	0	0	0	0
Mikael Brageot	0	0	4	0	0	1	0	0
Mikhail Mamistov	0	0	4	0	0	0	0	1
Nicolas Ivanoff	0	0	1	0	0	0	0	0
Nigel Hopkins	0	0	3	0	0	0	0	1
Nikolay Timofeev	0	0	1	0	0	0	0	0
Oleg Shpolyanskiy	0	0	5	0	0	0	0	1
Petr Kopfstein	0	0	1	0	0	0	0	1
Svetlana Kapanina	0	0	6	0	0	0	0	0
<b>Totals:</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>14</b>



## Appendix I Logos, Merchandise, and Branding

### WAC Billboard



### WAC T-Shirt





## WAC Poster



## WAC Website Header





## WAC Program Book Cover







## Appendix J Entry Fee Information

### Entry Fee Payments

NAC	Entry Fees Received
AUS	March 2013
AUT	March 2013 (later withdrawn) June 2013
BEL	March 2013
CAN	March 2013
CZE	April 2013
FRA	December 2012 August 2013 (3 pilots)
GBR	March & April 2013
GER	March 2013 August 2013 (1 pilot)
H/C	December 2012 (1) March 2013 (2) July 2013 (1)
JPN	March 2013
POL	July 2013
RUS	March 2013 (3) July 2013 (5)
SLO	August 2013
SUI	March 2013
UKR	June 2013
USA	March 2013

### Entry Fee Schedule

Competitors				Other Team Members/Observers	
Payment date	Double	Single		Double	Single
Early - before 30 March 2013	\$2,350 USD	\$2,500 USD		\$2,000 USD	\$2,200 USD
Regular-before 30 June 2013	\$2,750 USD	\$3,000 USD		\$2,500 USD	\$2,750 USD
Late - before 31 August 2013	\$3,250 USD	\$3,500 USD		\$3,000 USD	\$3,250 USD