

# MY PERSONAL EXPERIENCE

## AS A JUDGE

Ivan Olivier

**I would like** to thank and congratulate, John Brink, Bob & Marietjie Skinner, the organisers of the above championship for an excellent event.

As this was my first world championship being a judge and not a competing pilot, my experience of the World Championship is rather different. We were a panel of 20 judges from different countries.

Prior to the start of the preliminary competition rounds, the judges and the jury members were transported to RMAC at Alberton for a judges training session. We were heartily welcomed by Rodney Donaldson and the RMAC club members. The training session started with a theoretical presentation by Michael Ramel (CIAM Chairperson) followed with demo flights by two of our top local F3A pilots. After each flight, the judges had to give a commentary. During this seminar I realised that my interpretation of the Sporting Code (regarding execution of manoeuvres) was similar to most of the other judges. However on spins, stall turns and snaps, the different interpretations of the judges resulted in hours of debate before a consensus was reached.

The 20 judges were divided into 4 panels of 5 judges each. I was on line 1 in the afternoons. Because of the judging and travel arrangements we were not exposed to flights on the other line

and at other times. Hence we had no knowledge or information on any incidents or problems. I only judged in the afternoons, and the flight line was well set up and the line director and contest director really excelled in their duties. I shared the panel with Peter Uhlig (Germany), Dimitry Chaplygin (Russia), Don Ramsey (USA) and Paco Pineira (Spain). Chris Theron (RSA) was my scribe.

At the dinner table it became apparent that there was a division of opinion amongst the European judges as well as "groupings" off judges. I and 3 other judges shared the same views. The judging system of dropping scores and normalisation is however designed to ensure fair results as any bias for a specific pilot or country is removed. Furthermore the judges could only see the pilot's number, captured by the scribe. The judges evaluated the execution of each manoeuvre and indicated the score to his scribe.

During the final flights on the Saturday, the judges were divided once again – 10 judges on the centre panel, 5 judges on the left hand turn around and 5 on the right hand turn around. It was an excellent set up as you only judged the manoeuvre which appeared in front of you.



The last round of the F13 schedule, flown by Christophe Paysant-le Rou – The Clown Dance, was a 100% duplication of the Aresti Sketch – Seeing this, I realise why he is 7times World Champion.

An important conclusion, standing out during the seminars and the flying of the top 10 pilots, is that a LINE IS A LINE and a RADIA IS A RADIA. The accurate execution of the Aresti Sketches will automatically combine presentation, smoothness and gracefulness.

It was a great honour for me to judge at the World Championships and to meet old friends from years ago again. I include a photograph of myself and my friend Tsugutaka Yoshioka, 1973 World Champion. We last saw one another in 1983 where we competed against one another in Pensacola, Florida, USA.