



AGENDA ITEM 5.1

REPORT OF THE PRESIDENT OF THE INTERNATIONAL JURY

Mike Heuer

VI. ADVANCED WORLD AEROBATIC CHAMPIONSHIPS Ljungbyhed, Sweden

5-13 August 2004



Introduction

The VI Advanced World Aerobatic Championships were held in Ljungbyhed, Sweden on 5-13 August 2004 under the direction of LG Arvidsson.

63 pilots from **20** nations competed at AWAC. There were no independent entries. The countries competing were: South Africa, France, Czech Republic, Russia, Lithuania, Sweden, USA, Finland, Slovenia, Norway, Great Britain, Australia, Denmark, Poland, Canada, Slovakia, Italy, Belgium, Germany, and Israel. It was the highest participation of countries in the history of the AWAC. The Advanced category is alive and well.



A New World Champion

The new Advanced World Aerobatic Champion is Glen Dell of South Africa flying the Extra 230. Mr. Dell achieved 81.17% of points possible and is the first South African to win the World Champion title. In second place was Gerard Bichet of France who also flew an Extra 230. In third was Petr Biskup of the Czech Republic flying a Zlin 50LS.

A full set of results is attached to this report.

Team Champions

Top placing Team was France. In second place was Russia followed by the Czech Republic in third.





The International Jury

The International Jury specifically oversees the operation of the board of judges, the flight line, the meteorological office, the computer scoring, and boundary judges. In other words, the Jury's work is principally concentrated on the operational areas of the competition itself. In addition, we hear complaints and protests, act on technical problems with competition aircraft, supervise briefings and drawings of lots, control the Unknown programmes, and hold meetings with the organisers as necessary. It is work which requires detailed knowledge of the wording and intent of the regulations.

Our Jury this year was comprised of Jiri Kobrle (Czech Republic); Robert Chomono (France); Osmo Jalovaara (Finland); and Alan Cassidy (Great Britain). I would like to thank each of these men for their time and efforts. It was a well functioning team of people who have much experience in our sport. Each contributed in their own way and all spent long hours at the airport and were willing to do anything necessary to properly carry out their duties.

Before the contest began, the organizers made the decision to delete the Line Judges. This was a disappointment to both the Contest Director and the International Jury as we all believe this is an essential part of a World Championships. However, there was a lack of volunteers for this work, as some had not shown up as promised, and there was little choice.

Arrival at the Contest

Experience has shown on many occasions that it is very wise for the Jury President and/or Chief Judge to arrive early in order to advise the Contest Director on any organizational difficulties which invariably arise in the days immediately preceding the competition. As expected, there were no issues to resolve, since LG Arvidsson and his team of workers had successfully organized the AEAC in 2003 and knew what it took to put on an event of this stature. I arrived on site with no last-minute problems for the Jury.

Prior to the start of the competition, the Chief Judge and Jury members were able to inspect the facilities and the competition setup. Box markings and the contest layout were very good. The Ljungbyhed airfield is an ex-Swedish Air Force base (F5) and with the large runways associated with military fields, the box orientation for competitors was excellent. All box markings met CIVA standard.

Judges Position



The Judges' positions were some of the best I have seen. Judges were provided very comfortable chairs and umbrellas. The Chief Judges' station was satisfactory. Video equipment was adequate after some initial problems with the camera and tripod were worked out. The Judges were fortunate in that the wind never significantly changed during the entire course of the competition, so they were able to remain in the south judging position for the entire AWAC. It was located on a golf course and offered a comfortable work location for the Judges.



A Jury member was present at the judging line at all times during the competition. No problems with the proper administration of rules were ever reported.

Prior to the contest opening ceremonies, Chief Judge John Gaillard and Graham Hill administered a recurrency exam to all Judges and conducted a briefing as required by CIVA Regulations (Greg Dungan shown above taking the exam).



Computer & Scoring

The computer scoring for the AWAC was done this year using the latest version of the CIVA Aerobatic Contest Managing System (ACMS) developed by Michel Dupont. Michel was on hand at AWAC to run the program and was assisted by Madelyne Delcroix.

Michel has done thousands of hours of work these past three years on CIVA's behalf and I pay tribute to his volunteerism and dedication to this project. He provided a software program we badly needed and which was a huge improvement over previous versions. He will report separately on the ACMS. Some features he had in mind for 2004 were not implemented due to the complexity of including the new JPI system in the software this year, a change that was unexpected.

Because Michel's work is strongly affected by the changes we make in the Regulations, I have appointed him as an "ex officio" member of the Rules Sub-Committee. He attended the Sub-Committee meeting in Ljungbyhed.

Radio links were not used and scoresheets were transported between the judging line and the scoring office above the Contest Office. A network was never successfully set up as we have become accustomed to at other contests like WAC last year and EAC this year. I am not sure of the reason for this. Michel mentioned software problems. However, contest results were available on the AWAC website though this was not as fast and effective as an internally networked contest which also permits pilots to look at scores.

I would ask CIVA to appreciate what the scoring personnel do for the contest and how it is essential they have the proper equipment and facilities to work. The scoring people not only process the scores through the Axiome optical reader but they also produce start lists and print all of the Form A's for the reader.

JPI's

This was the first year for the JPI system adopted by CIVA. It was very elegantly implemented as a part of the ACMS system by Michel Dupont and his software produced all of the reports we needed.

At the initial briefing and subsequent to that, both John Gaillard and I made it quite clear to the Judges that this was a "test year" for the JPI. We would not be releasing the JPI's to the teams as we wanted to be sure of the usefulness and accuracy of the information. The JPI system was also used at EGAC and EAC this year and Manfred Echter has provided some comments of his own which are to be included with the Glider reports.



My own view of the program is that we may take a further look at the "weighting" of the various Indexes. Each is useful in its own way but all are now weighted equally in determining the overall JPI for the Judge. I believe we can further "fine tune" the system this winter.

I am very pleased with the JPI and believe we have taken a big step forward in judging analysis. I recommend that next year, we release all JPI's to the teams and pilots as we have done with the JPF's in the past and which is now required by the rules.

John Gaillard and Alan Cassidy will have additional comments on the JPI in their reports or at the plenary meeting.

Unknowns

Regulations concerning the selection of Unknown figures and teams submitting Unknown sequence proposals continue to work very well. Teams propose Unknowns in sufficient numbers to offer the Jury excellent choices. The sequences are usually well thought out and flyable.

Two Unknowns were flown at AWAC. They are attached to this report for your review and historical records. The Third Unknown was selected but bad weather on the last day of the Championships prevented it from being flown. The two Unknowns flown (Programmes 2 and 3) are attached to this report.

The only problem we did have with the Unknowns were protests concerning figures submitted by Canada for Programme 2 and Great Britain for Programme 3. Both figures were legal. However, in subsequent protests, several teams claimed that the figures were unsafe for the aircraft they were flying.

A review of the rules and a discussion of the predicament we find ourselves in at AWAC is in order. Let me summarize by first of all quoting some sections of Section 6 and CIVA Regulations:

Section 6, Section 1.2.6.1.

"All competing aircraft must meet the performance characteristics required for the kind of flight they will be undertaking."

CIVA Regulations, Part 3 (Advanced), Section 1.2.4.5.

"Figures shall be selected taking into account the performance characteristics of each competing aircraft and the safety of all pilots."

These rules appear to be contradictory but actually go hand-in-hand. If Section 6 is interpreted strictly, we would not allow any protests on legal Unknown figures which are selected by teams. Naturally, we did allow and uphold protests in Ljungbyhed made by those teams who claimed that certain figures were not "safe" in their aircraft.

I think it would be safe to say that we could have invoked Section 6 and told these teams that they had entered the contest with unsuitable airplanes. Obviously, the Jury was not inclined to do that on the airfield in Ljungbyhed which may have led to the exclusion of many of the competitors who were there. It was not a practical solution nor is this the way to



develop this category and to encourage more pilots to participate. We want to grow Advanced, not shrink it.

Our Regulations also require the following. See this rule:

CIVA Regulations, Part 3 (Advanced), Section 1.2.4.8.

"The list of figures for Programme 2 (Rule 1.2.4.1.) and Appendix 3 shall be re-approved at each meeting of CIVA which immediately precedes a World Championship. If, within 2 hours of publication, the sequence of figures for Programme 2 chosen by the International Jury (Rule 1.2.4.3.) is shown by a team's representative or solo competitor to be dangerous, then the International Jury shall redesign the sequence without changing the figures selected under Rule 1.2.4.1."

Did CIVA "re-approve" the Advanced Unknown figure list at our meeting in 2003? No, we did not, though the argument could be made that by taking no action, we did approve them. You will also notice that only the "sequence" can be re-designed and no figures can be changed. But if figures cannot be changed, how do you take into account the "performance characteristics of each competing aircraft .."?

What we did at Ljungbyhed and at past AWAC's is to approach the Team Delegate and ask him or her to submit a new figure. We did fail to do this on Unknown #1 in Ljungbyhed and the Jury changed the Canadian figure on its own. This was not a correct procedure and I later personally apologized to the Canadian pilot. For Unknown #2, the British willingly changed their figure.

What of the future?

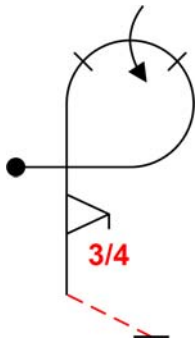
I asked Martin Vecko to examine the Unknown Appendix and recommend changes to the figures. His remarks are attached. We also have the proposal from Maurizio Costa, Delegate of Italy. The Italian and Czech Teams were two of the protestors on both Unknowns. My view is that we must carefully examine the Unknown Appendix to be sure all figures are suitable for the types of aircraft we can expect at future Advanced Championships and make changes accordingly. No other rules changes should be necessary other than paying close attention to the Unknown figures we approve.

I am afraid that if we do not do this, we will be faced with the withdrawal of some of the older aircraft from Advanced competition. With the "new" airplanes coming on line in 2005, the problem will only become more acute. Once again, I emphasize that we should be taking steps to be sure the category does not shrink, as Unlimited has. Advanced has shown tremendous growth and more countries participating than ever before. It is incumbent upon CIVA to make sure this growth continues.

Please consider these points and be prepared to discuss them in Madrid.

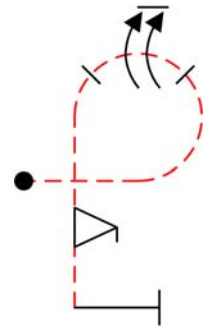
Protests

There was a total of **11** protests filed during AWAC. Nine of these protests concerned Unknown figures submitted for Programmes 2 and 3 (1st and 2nd Unknowns).



The Canadian figure submitted for the 1st Unknown (shown left) was protested by the USA, Italy, Czech Republic, Finland, and Poland. The Jury upheld the protests and changed the downward flick roll to a $\frac{1}{4}$ roll. As mentioned earlier, this was not correct procedure as the Canadian pilot should have been given the opportunity to change it himself. However, no further protests were filed on the figures. Protest fees were returned. Complaints regarding altitude loss for the 1st Unknown were received and the International Jury revised the sequence in accordance with the rules.

On the 2nd Unknown, the figure submitted by Great Britain was protested by Finland, the Czech Republic, Sweden, and Italy. The protest was upheld and the British submitted a new figure immediately. Protest fees were returned.



Two other protests were received from Great Britain regarding penalties and figure marks in Programme 1 (Free).

Aidan Grimley protested a “soft zero” for his figure 11. In discussion with the Judge after the protest, the Jury determined the figure should have been marked a Hard Zero (HZ). The HZ’s were in minority and the figure mark was subsequently raised to the average of the non-HZ scores. An improper low altitude penalty had also been assessed this pilot and this was immediately corrected in the computer by the Jury. The protest fee was returned.

Gary Ferriman raised a question regarding the proper marking of HZ’s on his score sheets. The Jury determined no conference had been held, that 5 HZ’s were properly indicated on the Form A, and all concerned Judges were consulted to confirm this. The protest was denied and the fee retained.

Technical Issues

One of the Italian CAP aircraft returned to the sterile area after a red oil pressure light came on before start. During a subsequent inspection of the engine oil, metal was found in the filter/screen and no further flights were conducted in this aircraft. Two Italian pilots were unable to finish the competition.

General Observations

1. The competition was held on an airfield that was particularly suitable for FAI Aerobatic Championships. I hope that future competitions can be organized at this outstanding venue.
2. I agree with some of John Gaillard’s observations regarding Line Judges. Whether or not Line Judges are to be used should be announced well in advance, though I understand the problem all organizers face when volunteers do not appear as promised. CIVA Regulations require the announcement regarding the use of Line Judges appear no later than the 2nd Contest Bulletin. No Bulletin #2 was published for AWAC, so there was no actual violation of the rules in this respect. But I also must add that any Championships without Line Judges is not a true test of pilot skills



in my view. Every FAI World Championships must make every effort to have these people on hand. I do not support their deletion.

3. Rules concerning the adjustment of the Start List by the International Jury should remain unchanged as the Rules and Judging Sub-Committee recommend in their report. The Jury accomplished the adjustments to provide at least two aircraft in between pilots sharing airplanes without problem. The scoring office then immediately generated the new Start Lists using the ACMS software. It should be noted that the ACMS provides a feature that will do a "random order" by itself. This could be monitored by a Jury member and/or pilot as gliders do. However, I do not recommend any change as pulling order of flight seems to be very popular with pilots and an interesting and fun feature of our Championships.
4. Checking of Free Programmes was accomplished by Lars Frölander and members of the International Jury. Though the checking procedure is the responsibility of the organizer, the lack of volunteers prevented it being done in a timely manner. I thank the other members of the Jury who participated in this, though I recommend it not be done as a practice since the Jury may be involved later in protests regarding the legality of Free Programmes. It was necessary, however, to keep the contest moving.
5. Water was in short supply at this contest and I received complaints on this on several occasions. In warm weather, organizers must make certain that adequate water is provided competitors, officials, and volunteers for safety reasons. It should be noted that the Judges were provided this refreshment adequately.
6. The separation of Closing Ceremonies on Friday night from the actual awarding of FAI Medals was a problem. Though all Teams were briefed on the time the FAI Medals would be given during the airshow, one Team failed to show up. They were eating lunch. It goes without saying that everyone collecting a medal should attend the ceremonies as required.
7. Accommodations for the International Jury were quite satisfactory. Though somewhat rudimentary and having a military or dormitory flavor, they were on the contest site. It was possible to reach all of the contest facilities by walking and this was a pleasure for me.
8. I support the idea of sequestering the Judges as much as we can and under no circumstances should cellphones or other communications devices be permitted on the judging line. There was a perception on the part of some competitors that this was being done to feed the start order to judges. Also, we had two reports of start lists being in the possession of judges but both denied having made reference to them. If such behavior is taking place, it is a serious breach of our regulations and cannot be tolerated.

In Closing

This was my 14th World Championships as a member of the International Jury and the 13th as President. I thank LG Arvidsson (shown below) for his preparation for the contest and its successful execution. LG was a pleasure to work with for me personally.



I also thank the members of the International Jury and Board of Judges who were a great pleasure to work with. Their experience and professionalism was much in evidence.

Finally, my thanks to the Chief Judge, John Gaillard, whose extensive experience and insights make him a very valuable asset to CIVA. His professionalism insured a smooth operation of the judging line.

I also appreciate CIVA for giving me the honor of serving in this position and providing me with an excellent staff of Jury member.

Attachments

Full results of AWAC 2004 can be found at the following:

<http://www.awac2004.aero/>

Text of Martin Vecko's Proposal:

Dear Mike,

The main limitation for Zlin 50 what's concerning unsafe figures is its low speed limit for flick rolls. I went through the Unknown Appendix for Advanced category and the figures where this could happen are 8.43, 8.44, 8.51 and 8.52 on the vertical down line after any roll in the loop. Excluding a flick roll after any roll on the top of these figures should eliminate this problem.

The note should be changed as follows:

Flick rolls are also excluded from the vertical down lines of 8.43, 8.44, 8.51 and 8.52 after a roll in the loop.

Best regards,

Martin Vecko



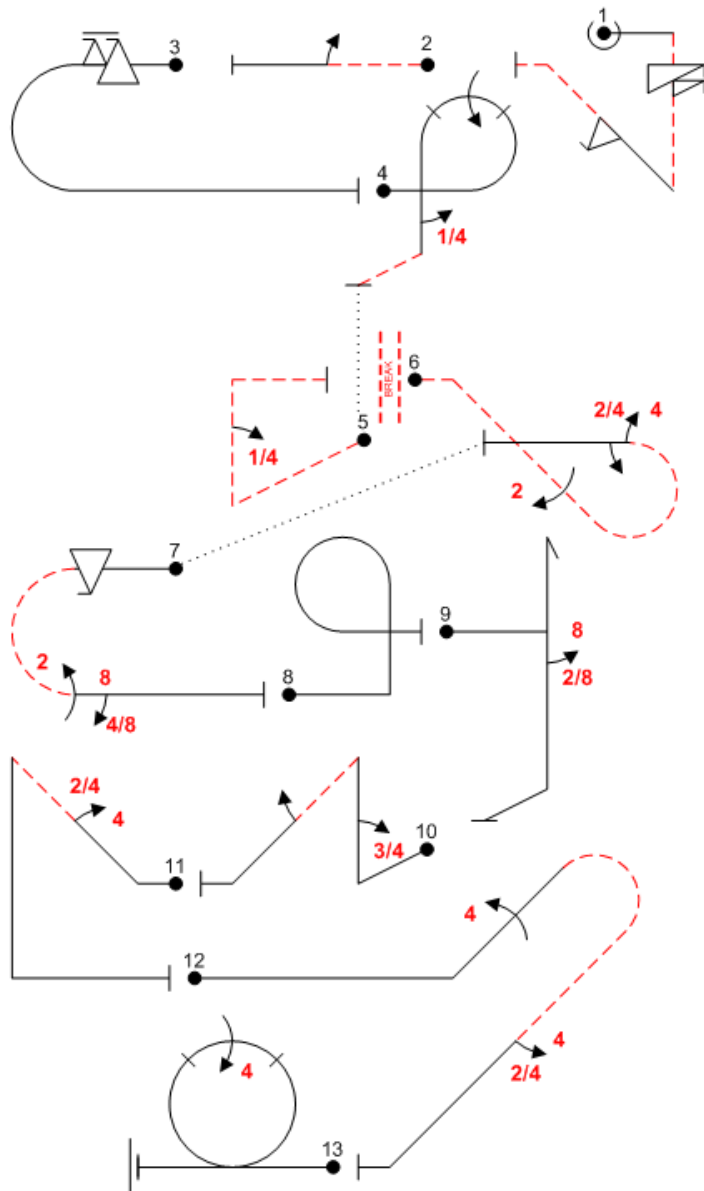
Jury Solution

2004

FORM B

AWAC 1st Unknown

wind/vent





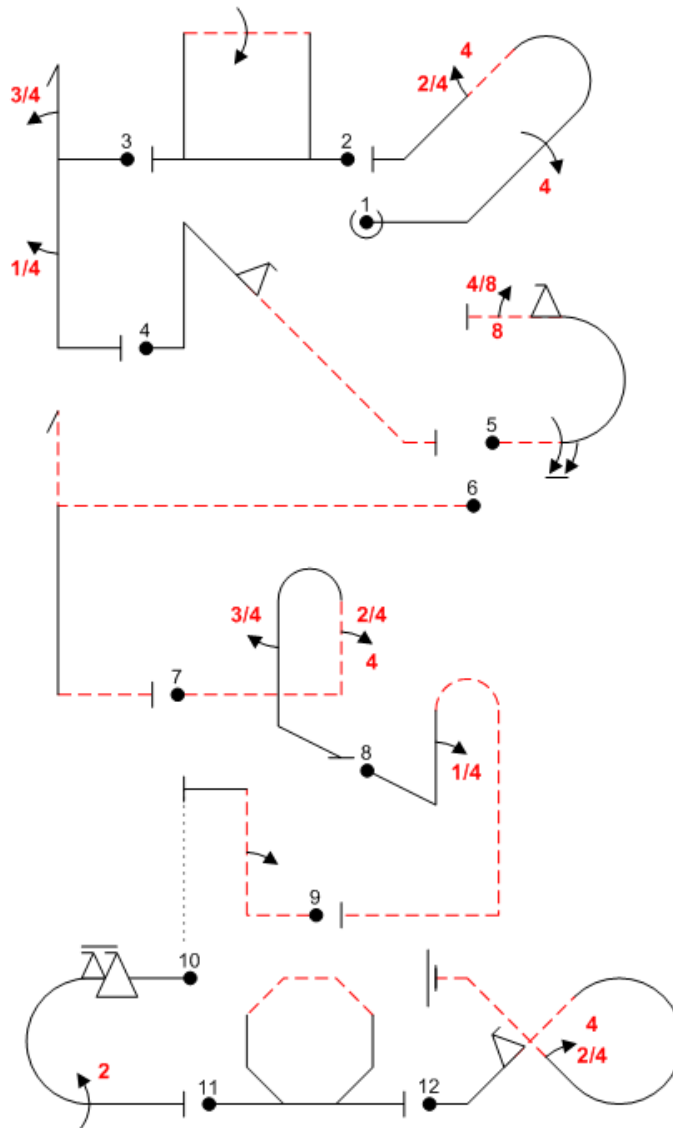
World Aerobatic Championship

2004

FORM B

Advanced 2nd Unknown

wind/vent





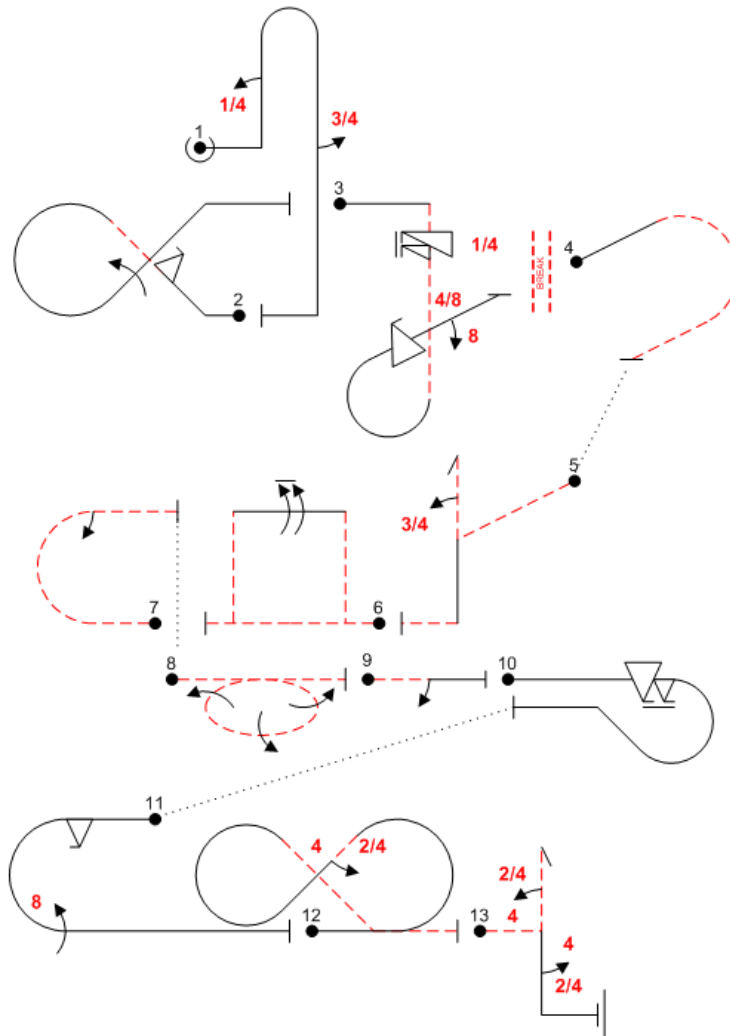
World Aerobatic Championship

2004

FORM B

Advanced 3rd Unknown

wind/vent



Created Using Aresti 5™ software. AOCassidy@aol.com



NOTE: This Programme not flown but is included for information purposes only.



VI. ADVANCED WORLD AEROBATIC CHAMPIONSHIPS
Ljungbyhed, Sweden 5-13 August 2004
Official Results & Final Standings

Overall

Rank	Country	Pilot	Registration	Model	Free	Unknown 1	Unknown 2	Total	pp %
1	RSA	Glen DELL	LN-ACN	Extra 230	2769.8761	2715.8067	2890.6164	8376.2992	81.17
2	FRA	Gerard BICHET	N9750N	Extra 230	2763.3220	2681.2636	2892.1037	8336.6893	80.78
3	CZE	Petr BISKUP	OK-FAI	Z-50LS	2717.7183	2612.1469	2925.1929	8255.0581	79.99
4	RUS	Anatoly BELOV	RF-00561	Yak 54	2713.1519	2641.1555	2864.6762	8218.9836	79.64
5	RUS	Valeriy KORCHAGIN	RF-00561	Yak 54	2706.8790	2600.1464	2836.2915	8143.3169	78.91
6	FRA	Simon ROY	SE-XVB	Extra 230	2641.7795	2570.1539	2888.1428	8100.0762	78.49
7	LTU	Eltonas MELECKIS	LY-AMT	Yak 55M	2698.2268	2522.6133	2740.8880	7961.7281	77.15
8	FRA	Frederic CHESNEAU	SE-XVB	Extra 230	2721.6390	2475.8605	2741.7739	7939.2734	76.93
9	SWE	Gabor VARGA	SE-KHD	Yak 55	2640.3285	2476.3760	2820.6413	7937.3458	76.91
10	USA	Rob HOLLAND	OH-XSF	Ultimate 10-300S	2624.7986	2384.1630	2865.9903	7874.9519	76.31
11	RUS	Mikhail PEREVERZEV	RF-00911	Yak 55M	2649.0219	2418.4900	2724.0549	7791.5668	75.50
12	USA	Don PETERSON	SP-AUA	Z-50LA	2596.7140	2491.0359	2696.5357	7784.2856	75.43
13	USA	Mike WISKUS	N5111B	Telex Pitts	2695.6522	2327.4743	2750.7149	7773.8414	75.33
14	RUS	Gennadiy PETROV	RF-00911	Yak 55M	2691.5763	2461.5659	2617.4267	7770.5689	75.30
15	RUS	Andrey BESPALOV	RF-00561	Yak 54	2783.7612	2496.7612	2478.8204	7759.3428	75.19
16	FIN	Sami KONTIO	OH-XSF	Ultimate 10-300S	2701.4692	2407.5880	2638.7569	7747.8141	75.08
17	CZE	Martin VECKO	OK-FAI	Z-50LS	2729.0702	2474.7682	2542.0221	7745.8605	75.06
18	USA	Jeff BOERBOON	RF-00911	Yak 55M	2549.0145	2501.1159	2684.3305	7734.4609	74.95
19	FRA	Franck SOUBRANE	F-PIFS	Acro 200	2552.6648	2424.6446	2713.5913	7690.9007	74.52
20	USA	Mike NICCUM	N230X	Extra 230	2580.0524	2366.4341	2697.7454	7644.2319	74.07
21	SLO	Tomo POLJANEC	S5-DGM	Yak 55M	2744.2328	2616.9177	2270.2604	7631.4109	73.95
22	FIN	Mikko JÄGERHOLM	OH-XSF	Ultimate 10-300S	2603.4280	2353.9664	2642.1534	7599.5478	73.64



23	CZE	Martin MUCK	OK-RRD	Z-50LS	2638.3308	2232.1434	2726.0764	7596.5506	73.61
24	NOR	Nils-Harald HANSEN	LN-ACN	Extra 230	2440.1423	2370.6615	2713.9440	7524.7478	72.91
25	RUS	Irina MARKOVA	RF-01043	Yak 55M	2582.4734	2406.2364	2511.2798	7499.9896	72.67
26	LTU	Linas RUTELIONIS	LY-AMT	Yak 55M	2578.1905	2355.6287	2556.0283	7489.8475	72.58
27	GBR	Mark WALDEN	F-WWMX	Cap 222	2607.0099	2393.9969	2408.2972	7409.3040	71.80
28	RSA	Helmut LUDWIG	OK-RRD	Z-50LS	2651.3330	2231.9176	2490.3986	7373.6492	71.45
29	AUS	Richard WILTSHIRE	G-MAXG	Pitts S1-1F	2512.2480	2327.6961	2526.5424	7366.4865	71.38
30	DEN	Lars NAJBBERG	OY-JEL	Giles G-202	2581.0158	2261.9274	2468.5530	7311.4962	70.85
31	POL	Radoslaw RUMSZEWICZ	SP-AUA	Z-50LA	2515.2339	2314.8147	2464.9755	7295.0241	70.69
32	POL	Wojciech KRUPA	SP-AUA	Z-50LA	2615.5159	2130.8644	2514.0295	7260.4098	70.35
33	GBR	Tim JENKINSON	G-MAXG	Pitts S1-1F	2674.7507	2273.7730	2306.9448	7255.4685	70.30
34	RUS	Vladislav BUTENKO	RF-01043	Yak 55M	2552.6559	2365.6860	2315.6168	7233.9587	70.10
35	RUS	Alexander KURYLEV	RF-01043	Yak 55M	2584.4731	2173.3238	2442.6013	7200.3982	69.77
36	CAN	Jason NEWBURG	N230X	Extra 230	2628.8169	2269.9960	2292.0585	7190.8714	69.68
37	DEN	Soren DOLRIIS	OY-AVM	Yak 55	2558.1925	2315.1719	2259.7538	7133.1182	69.12
38	SVK	Frantisek PYTLIK	OK-FAI	Z-50LS	2491.9708	2359.8788	2279.4311	7131.2807	69.10
39	GBR	Gary FERRIMAN	G-IIDY	Pitts S2B	2376.2231	2288.7736	2457.9359	7122.9326	69.02
40	ITA	Vittorio PRIMULTINI	I-IZAK	Cap 21	2543.0774	2158.6301	2396.7441	7098.4516	68.78
41	USA	Doug SOWDER	SE-IRX	Pitts S2B	2630.2913	2043.6454	2291.2544	6965.1911	67.49
42	POL	Zbigniew BASIARZ	SP-AUA	Z-50LA	2378.9682	2241.1440	2226.1240	6846.2362	66.34
43	CZE	Miroslav SAZAVSKY	OK-RRD	Z-50LS	2572.7255	1948.6785	2215.8624	6737.2664	65.28
44	GBR	Cas SMITH	G-ICAS	Pitts S2B	2463.9417	2215.7359	2012.7536	6692.4312	64.85
45	SWE	Lennart HARJU	SE-KHD	Yak 55	2411.7633	2235.1946	2007.3105	6654.2684	64.48
46	FRA	Jean Michel DENJEAN	F-PIFS	Acro 200	2419.5406	2237.1773	1958.8290	6615.5469	64.10
47	FRA	Emmanuel FOULON	N9750N	Extra 230	2150.3398	2357.5580		4507.8978	43.68
48	CZE	Thomas KORINEK Jr	OK-RRD	Z-50LS	2274.0110	2233.7002		4507.7112	43.68
49	POL	Krzysztof KOSSINSKI	SP-AUA	Z-50LA	2312.0932	2192.6544		4504.7476	43.65
50	NOR	Thore THORESEN	LN-ACN	Extra 230	2295.5772	2005.2576		4300.8348	41.67
51	USA	David WRIGHT	SE-IRX	Pitts S2B	2288.3895	2009.8834		4298.2729	41.65



52	BEL	PA GIRARDEAU	F-PJPC	Capena	2437.5612	1816.7222		4254.2834	41.22
53	USA	Walt PLENTIS	N230X	Extra 230	2381.2242	1863.9541		4245.1783	41.14
54	LTU	Stasys NARVILAS	LY-AMT	Yak 55M	2414.7997	1800.2992		4215.0989	40.84
55	LTU	Donaldas BLEIFERTAS	LY-AMT	Yak 55M	2455.5430	1639.3856		4094.9286	39.68
56	ITA	Emilio GENTILE	I-IZAK	Cap 21	2327.2858	1664.5823		3991.8681	38.68
57	GER	Peter STEIMAN	LN-ACN	Extra 230	2355.6795	1577.0427		3932.7222	38.11
58	ISR	Michael GOLAN	N230X	Extra 230	2077.9658	1799.3993		3877.3651	37.57
59	SLO	Jago STEMBERGER	S5-DDD	Pitts S2B	2173.6785	1642.5950		3816.2735	36.98
60	CZE	Jan ADAMEC	OK-FAI	Z-50LS	1726.1041	1912.0021		3638.1062	35.25
61	GBR	Aidan GRIMLEY	G-CBHR	Laser	1763.7677	1836.5729		3600.3406	34.89

Team Results

Rank	Country	Country Points	Pilot	Pilot Points
1	FRA	24376.0389		
			Gerard BICHET	8336.6893
			Simon ROY	8100.0762
			Frederic CHESNEAU	7939.2734
2	RUS	24153.8673		
			Anatoly BELOV	8218.9836
			Valeriy KORCHAGIN	8143.3169
			Mikhail PEREVERZEV	7791.5668
3	CZE	23597.4692		
			Petr BISKUP	8255.0581
			Martin VECKO	7745.8605
			Martin MUCK	7596.5506



4	USA	23433.0789		
			Rob HOLLAND	7874.9519
			Don PETERSON	7784.2856
			Mike WISKUS	7773.8414
5	GBR	21787.7051		
			Mark WALDEN	7409.3040
			Tim JENKINSON	7255.4685
			Gary FERRIMAN	7122.9326
6	POL	21401.6701		
			Radoslaw RUMSZEWICZ	7295.0241
			Wojciech KRUPA	7260.4098
			Zbigniew BASIARZ	6846.2362
7	LTU	19666.6745		
			Eltonas MELECKIS	7961.7281
			Linas RUTELIONIS	7489.8475
			Stasys NARVILAS	4215.0989