

IGC Steward Report

17st. FAI European Gliding Championships

Ostrow W. 5th to 21st July 2013

Contest Director: Maciej Calka
Deputy Director: Artur Rutkowski

1. ORGANIZATION

1.1 Overall organization

Overall organization was effective and friendly. The airfield infrastructure was good. All necessary means were available.

1.2 Quantity of officials

Sufficient.

1.3 Experience of officials

The CD and the Deputy CD had experience in running national and International Championships, but not in Europeans and Worlds. Both CD and DCD are experienced pilots, too.

1.4 Suitability of meetings and briefings

The CD, who is fluent in English, held the briefings. He was well prepared for every briefing and all necessary information was presented clearly. The briefings were short and to the point. Emphasis was put on safety and airspace infrastructure.

At the first official team captains' meeting during the official training period, the Local procedures were presented and some clarifications and (a few) necessary changes were explained.

Whenever necessary, TC meetings were called up, e.g. when a specific problem had to be discussed or to explain a procedure proposed by the Organizers.

1.5 Suitability of weather information

Two professional meteorologists provided weather information. The information given at the briefing and on paper distributed to the pilots was adequate, competent and well presented. Most of the competition days, the weather developed even a bit better than forecasted.

1.6 Suitability of facilities

The briefings were held in a building hall. A good audio system was used to ensure that everyone could hear the information. Visibility of sheets was not quite sufficient for the audience sitting in the background. Team captain meetings were held at the same place.

The competition office (info office) and an official notice board were located in the main building. Unfortunately, the scoring office was not separate, but located in the same room, which was not very suitable. The office for the Jury members and for the stewards was located in another building.

The campground was located behind the hangars and buildings on free and flat ground in

two areas. Both were equipped with sufficient amount of showers and toilets placed in the buildings or provisionally in the campground. A fence protected the airfield and campground from unwanted visitors.

Catering was well organized in the aero club kitchen and dining room with outdoor facility. Private company ran boarding professionally. Good quality food was available at reasonable prices for the breakfast, launch and supper. Refreshment and drinks were available in the same place with outdoor facilities.

There were not organized special team gazebos, but most of the teams have organized their own facilities.

A WiFi network covered most of the airfield and the Internet connection worked well. There was special room created in one from hangars equipped about 30 pcs of PC with wifi connection for pilots and crews general use.

1.7 Transportation

The Jury members and stewards were accommodated in near hotels. For the transportation own cars were used. The Jury President had a rented car available.

1.8 Information dissemination (Announcements, schedules and decisions)

All the official information and results were displayed on the official notice board located in the vicinity of the Office room. Printed information was distributed to the team captains, pilots and the FAI officials in mailboxes in the briefing room.

SMS messages and emails were regularly sent to the team captains and Officials in case to give them information about briefings, meetings, gridding etc., but only for those persons who had bought a Polish GSM card phone. In addition, all information has been announced via loudspeakers and the Official board.

1.9 Pilot assistance

Pilots and crews could always find adequate and friendly assistance from the Organizers at the competition (info) office.

1.10 Retrieval

There were no problems with retrievals.

1.11 Launch control for fair access and efficiency

All launches were performed by a fleet of 12 tow planes, mainly Czech provenience: 1 pc L60 Brigadyr, Piper Pony, a few ZLIN's Z-526, 226 and 2 pcs micro-light Dynamics and 2 or 3 aircrafts polish provenience. Even though these micro-light aircrafts (Dynamics) were powered by engines delivering no more than 100 hp, the aero tows could be performed safe and efficient. They have been used only for the club and standard class gliders, not for the 20m two-seaters.

The launching of the 90 gliders (including 4 HC) was efficient and usually took little more than 1 hour (the best time was 61 minutes).

On several occasions pilots needed re-launches but their launching was fair and according to the rules (relaunch at the end of the respective class).

1.12 Opening and closing ceremonies including presentation of Jury and Stewards

The opening ceremony was held in the town square. The FAI flag was flown during the ceremony and the FAI anthem played. A nice gesture: All team speakers could present their

compliments. Bruno Ramseyer as President of the Jury and Deputy of IGC-FAI opened the contest. The local and regional politicians participated with short speeches. The ceremony was dignified and to the point. A short cultural program followed the official opening ceremony.

The prizegiving ceremony was held in the evening of the last competition day after the expiry of the protest time. All FAI protocols were followed. The ceremony was dignified and impressive and framed by lot of officials of the local authorities, of politics and of sport federations. On behalf of FAI/IGC, Bruno Ramseyer declared the European Championships as valid and closed officially a successful contest.

The prizegiving ceremony was followed by a farewell party on the airfield.

The President of Jury Bruno Ramseyer and both Stewards, Jaroslav Vach and Hanno Obermayer, attended all briefings and all TC's meetings during the training period and the competition. The two additional members of Jury (Waldemar Ratajczak and Tadeus Wala) were remote, but in close contact with the President of Jury. Both Jury members participated at the beginning and the prizegiving ceremony and also when they were needed during the competition.

1.13 Other social events

A very pleasant International evening was held. In addition to that, there was a Polish evening and the farewell party. Participation in the farewell party was free of charge for all teams, Officials and Organization staff. All these were announced in the briefings.

1.14 Total number of scheduled days and number of contest days

The total number of scheduled day was 15. We had 10 excellent competition days in the all classes. In the middle of contest, after five contest days, was break of 5 days due to weather reasons. One from these non-flying days was announced as an official rest day.

1.15 Media liaison and Internet coverage

Local newspapers covered the competition. Also national papers had shorter stories. A TV crew was at the airfield every day and filmed daily reports. Every evening the TV news at two channels had short reports what happened at the airport. Each day was a 1-hour actual report after the evening news.

The Internet coverage was reasonable. There was a nice gallery of pics on web site. Every day was short actual report on the web.

Soaring and gliding is one of the most observed sports in Poland. Sebastian Kawa, nine-times World Champion, multiple-time European Champion and a winner of Grand Prix has a great merit of this development.

1.16 Public and Internet display of real-time aircraft positions and information

Unfortunately, the tracking worked not sufficiently and often errors occurred. A Luvianian tracking system has been used, which apparently was not well adapted to the flat Polish terrain.

1.17 Other organization comment

Organization (Aero Club Ostrow W.) used mainly own club members, therefore had not the possibility to use experienced elder people. All staff was young, but extraordinary motivated, responsible acting, fast learning and remarkable helpful.

2. RULES

2.1 Adequacy of Local Procedures

The local procedures were adequate and covered all eventualities.

During set-up time of the competition, it had a lot of discussions related to the finish procedures.

In the course of the competition it turned out, that the chosen procedure (finish ring with a radius of 3 km and a minimum altitude of 50 m) was very satisfactory, without any complaints by the pilots. There had been only few outlandings between the finish ring and the airfield. Finishing and landing was completely smooth.

2.2 Addendums or changes

- New version of airspace Nr.: 8 was valid from 5th July.

There were renamed some airspace.

There were added some new airspaces.

- New version of turning points Nr.: 5 was valid from 5th July

The turnpoint files had to be amended slightly.

2.3 Fair applications of Rules and Local Procedures

All rules were applied fairly.

2.4 Possible improvements of Rules and/or Local Procedures

2.4.1 Precisely specification/definition of Club class to allow only one interpretation (see General Recommendation).

2.4.2 The possibility of using a **two-seater LAK 112R** is contrary to the spirit of the class. If both pilots are evaluated according to the rules as a team, they must be able both to control the glider. Both seats must be equipped with an own control and corresponding instruments (if second the pilot is capable to see forward instrument panel can be enough). Setting of handicap for this glider should be reevaluated because the glider was flown with the highest wing loading, but had a very low handicap (though the old wing profile has to be kept in mind).

2.4.3 Local Procedures

It was necessary to add a new paragraph due to the **use of a software artificial horizon** (or integral) in some new instruments LX9000, LX8000, LX8080, Zeus all the versions. In this case is necessary to mandatory delivery of igc file even is only reserve (second).

2.4.4 (See also 2.1) A small improvement: to have a **fixed center (only one) of the finish ring** (Middle of the airfield) to avoid a daily adjustment and confusing for the pilots (scorer staff, too) to a different ring center.

2.4.5 Closing ceremony should not take place on the last competition day, in order to avoid time pressure and to be able to use the whole day for competition flights. This issue caused some unnecessary tension between the pilots and Organizers.

2.4.6 In Annex A the case, if the pilot crosses the start line after its closure, is not defined.

The last competition day only one hour was available between the opening of the start line and the closure of the start line, due to the scheduled prize giving ceremony in the evening. On that last day some pilots missed the closure time. Those pilots had not been scored with

zero points (invalid start), but had been scored with:

- a start time nearest previous valid crossing of start line or
- the opening time of the start line, if pilot had no previous valid crossing of the start line.

This procedure seems to be a fair compromise.

A complaint at the last competition day (from the dutch TC) against that decision has been processed according to the rules (see also the Jury report).

2.5 Task setting and operations

Scrutineering

All gliders have been scrutineered in the training period. The weighing has been carried out twice, the second weighing was to determine the towing out configuration (with wing wheel and car towing device).

Just for the explanation: In Standard and Two-seater class, the dumping of water on the scale during daily weighing is allowed in order to be within the mass limit.

In **Club Class disposable ballast is not allowed**. All gliders have to keep their towing out configuration every day. It turned out that nearly all Club class gliders had been ballasted up to their reference weight with fixed ballast.

The pilots had to sign the scrutineering report and had to confirm their towing out mass.

Weighing

Daily weighing was performed with two scales that were set up side by side on the field to weigh the gliders on their way onto the grid. The scales were calibrated. Measurement accuracy of such scales is typically better than $\pm 1 \text{‰}$, that means $\pm 0.5 \text{ kg}$.

The wind had no significant influence on the weighing. In some cases, a little influence on the weighing result could be stated, when passing the scale with the main wheel on the edge of the scale rather than at the center. In that case, the glider has been weighed immediately again on the second scale.

The difference in the results between the two scales turned out to be within $\pm 2 \text{ kg}$.

For scoring and penalties, a safety tolerance of $\pm 10 \text{ kg}$ (20kg!) had been applied by the Organizers, in order take additional effects (wind, unevenness of the ground, etc.) into account. This seemed to be a fair handling.

All gliders have been weighed during transport to the grid. The weighing of the standard class gliders and 20m two-seaters was without any complication during the whole competition.

In club class at the 7th competition day (predicted bad weather), it turned out that several club gliders showed significant underweight (some gliders more than 30 kg), what had to be penalized by the Organizers according to Annex A. The complaints and one protest has been processed by the Organizers according to the rules (see par. 2.7).

Task setting

Task setting was rather adequate and suited pretty good to the weather conditions. Most of the gliders were able to make the tasks every day and had a valid finish. In the first days, the task setting was sensitive and aware that it was important to avoid outlandings because of

bad outlanding conditions (wet and soft meadows).

Launch time and start time suited to the weather conditions very well.

The competition area was partly handicapped by several restricted airspaces, but the CD managed to obtain clearances. There were only a few minor airspace violations.

Gridding, Finish and Landing

Gridding was very effective, safe and without any problem.

The airfield was large enough for gridding and launching of 90 gliders. Most of the competition days, club class gliders were gridded first, than followed by Standard class and the heavy 20m two-seaters. This system was safe and very effective.

Finishing and landing was completely smooth.

2.6 Scoring system (use and application)

2 experienced scorers using See You program did the scoring. Proper look of task sheet with all relevant information was fine-tuned during the practice days. There was a small mistake with applying different finish ring centers on the beginning. The scores were accurate and published results were available with only little delay. The results were published immediately on the contest web and the Soaring Spot website.

2.7 Protest handling and registration

Complaints and protests have been processed according to the rules.

There were several TC's complaints against the penalties due to underweight subsequent to the 7th task in the Club Class. The Jury, due to formal reasons, couldn't accept a joint protest.

We (Stewards) found, that both scales and the weighing procedures were performed correctly.

The last day there was a complaint (Dutch TC) against the penalties for a Dutch pilot, who had no valid start time (no start within the opening and the closure of the start line). Organizer used for scoring a nearest previous valid crossing of start line, which was a very lenient interpretation of the pilot start (see Jury report and Additional Notes, too).

The subsequent protest of the TC (Dutch team) was not submitted within the official protest time. Unfortunately, Dutch TC did not give written protest in time. The time for submission of the protest had already expired.

3. SAFETY

3.1 General safety of the event

In the whole, the competition could be described as safe, notably launching, finishing and landing.

In the first days of the competition some of the usual problem with safety occurred: Flying near bases of low clouds, sometimes aggressive behaviour in gaggles.

The launches were safe and the finishes were also safely managed. All operations were monitored from the control tower.

The safety committee was formed according to the rules. The following members formed the

committee:

Chief: Hans Obermayer – steward

Members:

- Wolfgang Janowitsch AUS – 20m Multi seat class
- Eric Soubrier FR – Club class
- Sarah Kelman UK – Standard class

The committee investigated one case of suspected cloud flying. The case was investigated and dismissed. The Committee spoke to the TC's and pilots involved and appealed to safe flying.

A second case was related to dangerous flying in gaggle. We found that the pilot who made the complaint, entered into the thermal with the gaggle incorrectly himself. We investigated IGC record file by SeeYou.

3.2 Occurrence of incidents and/ or accidents

Some pilots run after landing from the task not directly. They were punished by warnings. Some pilots crossed the finish ring lower than allowed. They were punished by penalties. One pilot made low pass over airfield during task arrival.. He was punished by penalty.

3.3 Availability of medical personal

There was an agreement with town medical service about immediate help in case of need.

3.4 Use of safety Officer

Special safety Officer (very experienced) was all the competition time present on the airfield.

3.5 Launch and landing safety

In the first contest days, we could solve some of the problems related to presence of people which were not part of the Organization staff, starting row of the gliders, also the problems with the presence of children on the grid.

We solved the presence of peoples (photographers) in the vicinity of the threshold of the landing runway.

We could help to solve the problem of partly dangerous deviation of gliders during the roll out after landing.

3.6 Pilot skills relating to safety

Sufficient

3.7 Suggestions for future safety enhancements

Nil

General Recommendation

- Finish procedure with moderate ring radius and moderate minimum altitude can be recommended, in connection with only one ring centre.

- Closing ceremony **should not** take place on the last competition day, in order to avoid time pressure and to be able to use the whole day for competition flights.

- **Closure of the start line** (and non compliance) has to be defined and implemented into in Annex A, including penalty.

- **Club class definition** should be specified more precisely with regard to non-lifting weigh mass check and to the reference weight (scrutineering). The current rules allow two interpretations for scrutineering. We recommend only one possibility: used lead ballast only for arrangement of proper C of G with certified fixed ballast. It should be mandatory to send a certificated weighing protocol with application to the Organizer in advance. It's dangerous to use not fixed (not certified) ballast which can hurt heavily the pilot especially during accident or hard landing. That could happen even if the limits of the reference weight.

One of the criteria for the introduction of Club class should be simplicity. It appears that the Club class is now very difficult for the scrutineering and daily check.

- Another option could be the changing the definition of the Club class:

To have the same rules as in all other competition classes why not allow water ballast up to the reference mass, also in the club class, which can be dumped before landing? (Keep in mind that club class was the former standard class, water ballasting was quite normal.)

- In the present framework of rules, there is **not necessary daily weighing of all Club class gliders**, because they are not allowed to change their mass on the scale on the way to the grid. Random mass check is sufficient! Unauthorized difference between reference weight and real weight (over/under limit) should be penalised.

- In the future, a **reliable working tracking system** should be mandatory for all category 1 gliding events with possibility sending IGC file automatic from the glider.

Additional Notes:

- A. In 20m Multi seat class the crew **Adam Czeladzki and Krzysztof Trzewik achieved an excellent** 8th place. The point is that the elder Polish pilot, Adam Czeladzki, is disabled. The lower part of his body is immobile and he must use carriages for disabled persons. He damaged his spinal cord in an accident in the glider some years ago. In Ostrow he used a specially equipped glider (Schempp Hirth Duo Discus xLT) with arms control only. Unfortunately, he did not qualify for the Worlds next year. His big wish is to fly on the Worlds, even as a HC in 20m Multi seat class. Can we manage to help him?
- B. Rude and disrespectful behavior of a TC against the CD has been reported and confirmed by other persons. Similar unforgivable behavior has been reported from other category 1 competitions. This is not acceptable. Infringement against good sportsmanship, fair play and the spirit of our gliding community, should be discussed by IGC.

Jaroslav Vach
Chief Steward

Hans Obermayer
Steward

24th Oct 2013