



JURY PRESIDENT REPORT

*Fédération
Aéronautique
Internationale*

**16th FAI World Hang Gliding Class 1
Championship**

**Big Spring, Texas (USA)
2007**

1. **Championship title:**
16th FAI World Hang Gliding Class 1 Championship 2007
2. **Organiser/Staff/Stewards**
Meet Director : Davis Straub
Safety Director : Jim Lamb / Andrew Harris (from Aug 15th)
Deputy Meet Director : David Glover
Meet Organizer : David Glover
Comp Office Manager : Ron Gleason
Take-off Marshall : Andrew Harris
Scorekeeper : Tim Meaney
Chief Tug Pilot : Russel Brown
Meteorologist : Davis Straub
CIVL Steward : Heather Mull (Australia)
Jury President : Flip Koetsier (Netherlands)
Jury member : Vitor Pinto (Portugal)
Jury member : Rodrigo Maldonado (Guatemala)
3. **Location:**
Big Spring, Texas (USA)
4. **Dates:**
August 9th through 18th 2007.
5. **Number of flyable days:** 7
6. **Validated days:** 7
7. **Remarks on weather :**
Till the fore last day of the championship (Aug 17th) the weather was very good for high quality long tasks. Because of the wind speed during the competition it was not possible for the MD and Task Advisory Committee to set "out and return" or "triangular" tasks.
Because of the effects of very bad weather in the Gulf of Mexico and the south of Texas heading into the direction of the competition site, no tasks could be flown on the 2 last days (Aug 17 & 18).
8. **Number of competitors:**
109
9. **Winners, team and individual (1-3):**

Individual	-	Gold, Atilla Bertok (Hun) Silver, Robert Reisinger (Aut) Bronze, Gerolf Heinrichs (Aut)
Team	-	Gold, United Kingdom Silver, France Bronze, Austria

10. **Safety**
a. Details of significant accidents
Aug 12th: 2 accidents:

- The Guatemalan pilot Alex Diez was ready and hooked to be towed. The dragonfly started towing and everything was going on normally. When the pilot released the cart, the hang glider came down to the ground and impacted the asphalt. He was attended by the paramedics and he was taken to the hospital. He has some broken ribs and returned from the hospital the next day. At first view, the hang glider has many broken battens and the base tube is scraped

- The Ecuadorian pilot Fausto Arcos injured his elbow at the landing and had to have his elbow stitched (5 stitches) in hospital. The next day Fausto did fly again.

b. Other comments on safety

In task 1 the goal field was on an active airport and the first finishing competitor crossed the landing strip, when an aircraft had just landed. This unsafe situation was caused by miscommunication and misunderstanding between the meet organisation and the airfield management.

One task (task 4) was set to an airport that was not safe for landing, because there was next to the asphalt landing strips not enough place for safe landings. This emphasizes the need for the MD to check possible goal fields on safety for HG landing. The MD realized this and guaranteed that he would in the future tasks take care of making sure that the goal fields would be safe for landing.

11. **Special events enhancing the competition safety.**

A very adequate (mandatory) pilot safety briefing before the start of the competition about all aspects of aero towing and special matters in this competition was given by the Safety Director, Jim Lamb. The safety director was involved in task setting and briefed the pilots in the daily task briefings about the safety aspects of the tasks and lessons learned in the previous tasks.

In one long task the safety director checked the weather conditions along the track in a sailplane and was in constant contact with the meet organiser/meet director.

The safety director was responsible for checking that all pilots reported safe landings (via the team leaders or team drivers) and that worked well.

The safety director Jim Lamb had to leave the competition on August 14th. The take off marshal, Andrew Harris, took over till the end of the competition.

12. **Things to learn/improve**

According to what has been decided in the CIVL Plenary meeting, the CIVL officials were supposed to measure sprog angles of the gliders of

the competitors during the competition. Because of the conditions this has not been possible and the jury and steward advise the CIVL bureau to postpone enforcing the ruling in Section 7A and take some more time to investigate what can be done to improve safety. A report about the Sprog Angle measuring is attached to this report.

13. ***Summary of Jury actions including protests and decisions (add copies of the protest forms and decisions)***

A registration from a pilot from Angola had to be refused, because Angola is not a member country of the FAI. Next to that the pilot was not qualified to fly in cat 1 meets.

The jury dealt with a protest that was received from the Spanish team. Copies of the protest and jury decision are appended to this report.

14. ***General comments: Discussion of incidents, Jury interventions or interactions with Steward, Organiser, Chief Judge etc.***

Except from the above mentioned accidents no incidents happened. There was a good cooperation with the CIVL Steward, the organisation staff and the Meet Director.

15. ***Declaration that the Championship has been conducted in accordance with the rules and that all protests have been dealt with***

The championship has been conducted in accordance with the rules and all protests has been dealt with.

Summary.

This was a very well organised and run championship. The fact that the meet director, Davis Straub, is a very experienced competition pilot has contributed to good tasks, clear briefings and a clear policy about the management of this championship. This adequate and clear management of the championship and the good cross country conditions, the longest task ever in a HG championship (285,3 km) was flown, contributed to a very good, sportive and relaxed atmosphere in the championship.

Flip Koetsier - Jury President

Vitor Pinto - Jury Member

Rodrigo Maldonado - Jury Member