



JURY PRESIDENT REPORT

*Fédération
Aéronautique
Internationale*

10th FAI World Paragliding Championship

**Manilla, NSW (Australia)
2007**

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CIVL SANCTIONED MEET JURY REPORT

The purpose of this report is to provide a review of a Jury's work and inform the CIVL competition committee of the successes and problems occurring in CIVL sanctioned meets. From such reports, ideas for improving rules, organisation and the fairness of meets will develop. This report is in no way intended to be used as criticism of a given meet, but simply is one source of information useful for raising the standards of competition. Jury President's must be aware that jury reports are a public document and avoid comments which might be interpreted as an admission of liability on the part of either the organiser or the FAI.

The Jury report must include the following information:

1. Championship title: 10th World Paragliding Championship
2. Organiser: HGFA
Event Director: Godfrey Wenness
Meet Director: Godfrey Wenness
Safety Director: Bob Smith

Stewards: Leonard Grigoresceu (ROU)
Scott Torkelson (DNK)
3. Location: Manilla, NSW, Australia
4. Dates: 24 February - 9 March 2007
5. Number of flyable days: 5
6. Validated days: 5
7. Remarks on weather: the long Australian drought ended with the start of this competition and flying was severely limited by wind and rain. The weather forecasting by Godfrey Wenness was excellent throughout the meet.
8. Number of competitors: 148
9. Winners, team and individual:

Gold Medal (Individual): Bruce Goldsmith (UK)
Silver Medal (Individual): Jean-Marc Caron (FRA)
Bronze Medal (Individual): Thomas McCune (USA)

Gold Medal (Women): Petra Slivova (CZE)
Silver Medal (Women): Viv Williams (AUS)
Bronze Medal (Women): Harmony Gaw (NZL)

Gold Medal (Team): Czech Republic
Silver Medal (Team): France
Bronze Medal (Team): Switzerland

10. Details of significant accidents: there were two accidents classified as serious. On the first task Moldovian pilot Ruslan Demianenco performed steep wingovers close to the ground after reaching goal; he lost control and hit the ground hard, suffering pelvic and leg injury. During the fourth task South African pilot Tracey King descended under her reserve after a midair collision with Renata Kuhnova of the Czech Republic and suffered a vertebrae compression but the prognosis is for a full recovery; Renata was unhurt.
- There were two other incidents involving the deployment of reserve parachutes: in the second task Tracey King and Kazakhstani pilot Pavel Vinicenko collided; he landed unhurt after descending with his reserve. On Task 4 French pilot Caroline Brille descended under her reserve after a collision with a Korean pilot; she landed unhurt close to launch; he flew on.
11. Special events enhancing the competition. There were many forms of entertainment arranged for the pilots by the townspeople of Manilla and the organisation. These were well received, although the weather interfered with some.
12. Safety. Although a Safety Director had been appointed there was little public evidence of this as, in most cases, the Meet Director spoke for him. It had been pointed out by the steward prior to the meet that Section 7b requires the Safety Director to have no other responsibilities but he was still shown as the scorer until the opening of the meet when his name was removed from this function; however he still spent a considerable amount of time on scoring.
- Although the MD announced that all goals had been checked prior to the meet the selection of a sports ground in Tamworth as the goal for Task 3 was not a good choice in the weak conditions, which were both forecast and actually encountered by the pilots, due to many obstacles on the final approach. Pilots were seen weaving between trees, avoiding a river and a railway line.
- The MD was absent for Task 4 for entirely personal reasons and his deputy ran the morning briefing and the task. However the MD had arranged for a Gyrocopter carrying a photographer to fly in the start area and personally briefed him that morning. There was no consultation with the steward as required by S7b and neither the deputy MD nor the Safety Director appeared to have been informed of the flight plan. The pilot consistently flew far closer to gaggles than would have been agreed by either FAI officials or the Safety Director and this was a considerable distraction for pilots flying in very close proximity to one another and needing all their attention for that. It is recommended that the Section 7 rules be expanded to control such activity further. Suggestions for consideration follow in paragraph 16.
- The MD had a considerable influence on the task setting and this was excellent throughout, always recognising the limitations of the conditions.
13. With a few exceptions such as the failure to issue maps with turn points marked to all competitors as required by Section 7b 2.5.1., the failure to consult the steward about press flying during Task 4 and a failure to play the champion's national anthems at the final ceremony, the Championship was conducted in accordance with the rules and all protests have been dealt with.

14. Things to learn/improve:

- a. The practice task run on one of the practice days was totally ineffective in testing any aspect of the organisation. This is a regular failing and it is recommended that the Section 7 rule about this should be expanded to specify that all aspects of task organisation and scoring should be practiced.
- b. The supply of competition information to the jury was very poor throughout - they must be given copies of the initial pilot and team leader information and all subsequent information issued to team leaders.
- c. The scoring problem which gave rise to the only protest of the championship arose because although the organiser used the latest approved scoring software, he opted to use an older version of the scoring formula. This problem is not the first time problems have arise from use of older versions of either software or formula and it is recommended that a requirement to use the latest approved versions be included in Section 7.
- d. Stewards need to be able to monitor competition frequencies and communicate by cell phone in the competition area. It is recommended that Section 7 include a rule that the organiser provide radios compatible with competition frequencies and cell phones compatible with the local system when needed. The Jury should also be provided with a minimum of one radio and cell phone.
- e. Part of the organiser's justification for raising the entry fee considerably above the amount indicated when the bid was awarded was based upon the cost of certain standards of travel and accommodation for FAI officials (plus a 20% contingency allowance). Significant elements of this were not supplied by the organiser and far cheaper alternatives were provided. Some other cost elements used in the justification were provided by sponsors but this saving has not been passed on in the form of reduced fees to pilots; there was also a significant saving on anticipated fuel costs due to the unforeseen bad weather. CIVL should examine ways to avoid future organisers raising entry fees above the level promised in the original bid except where totally unforeseen extra costs arise.

15. Summary of Jury actions including protests and decisions:

- a. There was one protest, by the Italian team, about scoring. The protest was refused and a copy of the protest and jury decision is enclosed for the FAI.
- b. The jury approved the introduction of rule to finish the speed section before goal in line with recent plenary decision on safety grounds. To be effective there had to be a significant penalty for failing to make goal and this was set at zero speed points. The CIVL Race scoring programme has an option to give a penalty of 20% of speed points in these circumstances and it may have been better to use this and avoid the need to implement the larger penalty manually. In any event it is recommended that the relevant CIVL subcommittee should consider including a standard penalty in Section 7b to ensure uniformity in future Cat 1 meets.

16. Recommended rule changes: apart from the changes and additions mentioned in paragraphs 14a, c, d and 15b the following should also be considered:
- a. Specify in Local Regulations the circumstances in which launch window extension time will be used.
 - b. Some rules are worded as if goal and the end of speed section will always be coincident. This is not always the case and these should be specified separately, particularly in the chapter on flight verification - currently 17.
 - c. Tighten up the rules on media flying by specifying that a GPS is to be carried and the downloaded tracklog made available to FAI officials. Make it mandatory for radio communications to be maintained with safety director i.e. press aircraft to fly down and land if comms are lost. Make it mandatory for the day's press flying activity to be included in the daily team leaders briefing.
 - d. Add to the Gap user guide an explanation of the effects of all available options and tickboxes.
17. General comments: apart from the item mentioned at paragraph 12 regarding task 4 and that in paragraph 13, this was a well run event. Jury interaction with the stewards was very good, and that with the organiser and safety director also generally good.
18. Signature and date of all three Jury members.

April 2007

John Aldridge – Jury President

Ágúst Guðmundsson – Jury Member

Mansoo Chae - Jury Member