

1<sup>st</sup> WORLD WOMEN'S GLIDING CHAMPIONSHIPS  
Pociunai airfield, Lithuania, 28 July-12 August 2001

**REPORT OF THE JURY PRESIDENT**

The event was organized with enthusiasm, competence and considerable public and private support.

The choice of the contest site was adequate, Pociunai being the airfield of the Kaunas Aero Club, provided with all facilities needed.

Remarkable the fact that a factory of the Lithuanian Aero Club (LAK), producing modern high performance gliders, was nearby.

The opening and closing ceremonies were formally irreproachable. The opening was accompanied by air exhibitions at world level.

The training period was used more for completing the preparation of the event than for testing thoroughly the flight and ground procedures.

The contest was run correctly with the remarkable result of no accident whatever, no protest, only one formal complaint easily answered.

The total number of glider flights was 393.

Number of contest days per class: 6 for the Club Class, 5 for the Standard Class, 7 for the 15m Class. Speed tasks AST were 3 for the Club Class, 3 for the Standard Class, 4 for the 15m Class. Assigned Area Tasks AAT were 3 for the Club Class (50%), 2 for the Standard Class (40%), 3 for the 15m Class (43%).

The Assigned Area Task AAT was new for many pilots. Several objections were made. A questionnaire, prepared by the undersigned, was circulated among competing pilots, team captains and coaches, officials, experts. The results are summarized on the attached sheet.

An error was found in para 21.3.4.2 of Annex A to the Sporting Code Sec.3 concerning the calculation of the marking distance in case of outlanding in a AAT. A possible amendment is proposed by Jury Member Mr Vytautas Sriubas (see attached document).

The work of the scorers was sometimes complicated by the use of a software (Mr Crabb on AAT) which required clarifications from the author. It would be wise to introduce new types of task in competitions at world level only after experimentation at lower level competitions for two years at least. Moreover, the philosophy behind the task seems to be not completely clear to pilots (see questionnaire). Otherwise the scoring service did an excellent job.

The work of the task setter was complicated by the weather conditions, difficult and rapidly changing particularly in the last days, as demonstrated by the large number of non valid contest days.

The directorship of Vytautas Sabeckis was low-key and very careful.

Pociunai, 12 August 2001

Piero Morelli



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**RESULTS FROM QUESTIONNAIRE ON TASKS**

Replies were received from:

26 competing pilots	out of 41
11 team captains/coaches	out of 15
8 officials	out of 9
6 experts	out of 6
total: 51	71

1. **Have you flown Assigned Area Tasks (AAT) before these championships, when and where?** 28 YES 22 NO 1 unanswered

Note: competitions flown: May 2001 Poland, St.Auban, Weissenburg, Vinon, Zar, Spain, Cambridge, South Africa, Luesse, Lithuanian Nat., Hahnweide.

2. **What is your opinion on the Assigned Area Task (AAT) as defined in Annex A of the Sporting Code?** 29 POSITIVE 5 NEGATIVE  
10 mainly POSITIVE 2 mainly NEGATIVE 5 unanswered

3. **If positive in general, would you suggest modifications? If YES, please specify.** 30 YES 11 NO 10 unanswered

Note: suggested modifications or additions:

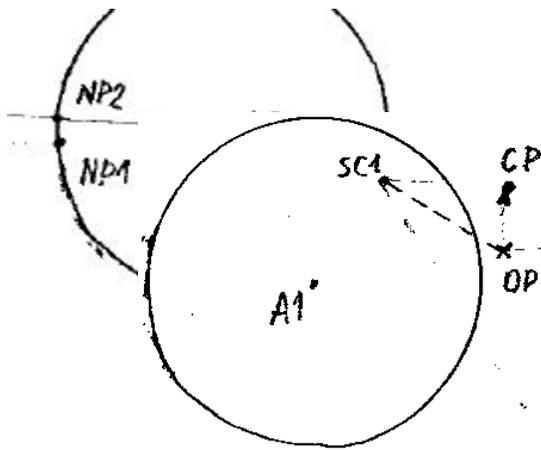
- large BONUS for finishers (proposed by many)
- scoring to take into account the difference of altitude between start and finish
- small number of assigned areas, possibly two
- constant reduction factor Fr
- simplified scoring
- guidelines for task setters
- multiple start points
- no reduction of distance flown

4. **Would you suggest other types of task than those indicated in Annex A?** 11 YES 20 NO 20 unanswered

Note: suggested modifications to Annex A or additional types of task:

- TDT with simplified rules
- TDT with strong bonus for landing back
- compulsory TDT
- removal of PST from Annex A
- team task
- speed task scored as in Formula 1 motor cars
- speed task designed as a closed circuit around the contest site (number and location of several turn points required)
- reduce the number of tasks in Annex A

The results presented here are a brief outline of the answers given. Reference to the original documents available in the Jury room is suggested for a better understanding.



1d Womens Gliding Championship, Lithuania Pociunai 28.07 –12.08 2001

CORRECTION OF ANNEX A TO FAI SPORTING CODE SECTION 3

1.3.4 Assigned Area Task (AAT)

2 If the competitor has outlanded, then the marking distance is the distance from the Start Point round all areas (calculated as for 21.3.4.1) to the outlanding position minus the distance from the outlanding position to the nearest point of the next area or to the goal if the sailplane is on the last leg. According to this definition the marking distance may be less than the actual distance flown in the visited area.

So a new wording of the para 21.3.4.2 is proposed:  
*"If the competitor has outlanded then the marking distance is the distance from the Start Point round all areas to the Scoring Point (chosen by the computer) in the last visited area plus the distance on the attempted but not completed leg, which is calculated as follows:*

*the distance achieved on the uncompleted leg is the distance between the Scoring Point (chosen by the computer) in the last visited area and the nearest point of the next area (or the finish point in case of the last leg), less the distance between the nearest point of the next area (or the finish point as mentioned above) and the outlanding position".*

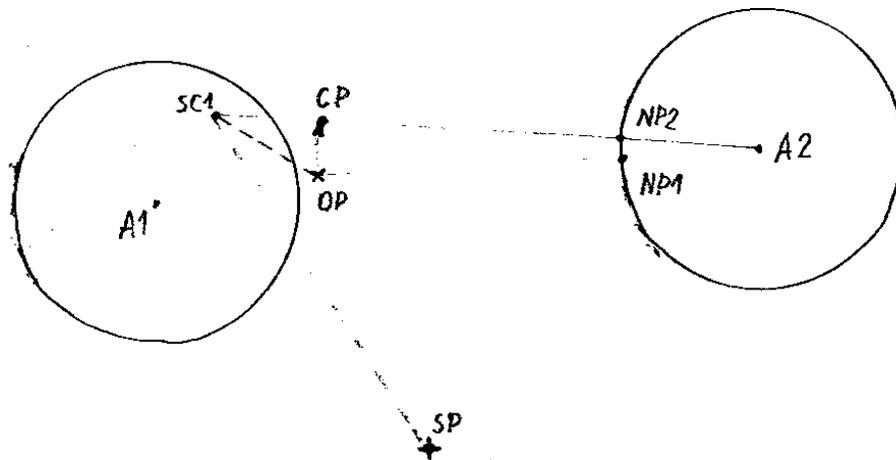
FIG.1

SP – Start point; SC1 – Scoring point in the area A1; OP – outlanding point;  
 NP1 – nearest point of the area A2 from the outlanding point;  
 NP2 –nearest point of the area A2 from the scoring point SC1 in the area A2;  
 CP – scoring outlanding point;

$$\text{Uncorrected marking distance } MD_u = SP, SC1 + SC1, OP - OP, NP1;$$

$$\text{If } OP, NP1 > SC1, OP \text{ then } MD_u < SP, SC1 !$$

$$\text{Corrected MD} = SP, SC1 + (SC1, NP2 - NP1, OP);$$



## STEWARDS'S REPORT

### **1st World Woman's Gliding Championships Pociunai - Lithuania - from 28th July till 12th August 2001**

The following stewards officiated : Gill Van den Broeck, Belgium  
Juri Kuznetzov, Russia  
Janusz Szczupak, Poland

#### **1. Training week**

Rainy weather conditions and a late start in preparation meant very little practice was possible. Only ONE official training task was set but there were no valid results, so neither

pilots nor organizers gained much experience from it.

Acceptance and weighing of gliders met with some confusion as the staff did not speak English. Some gliders were weighed with waterballast, some without - but checking and

weighing soon became adequate.

#### **2. Briefings**

Daily briefings in the well-equipped briefing hangar were satisfactory; all requirements of Annex

A were met. Translation by interpreter was clear and easy to understand.

a) General matters were announced clearly and briefly.

b) Meteo briefing : The only meteorologist spoke Russian (very quickly but fortunately well interpreted into English). Because she was regrettably not a glider pilot and also because several team captains seemed to have access to more accurate and more recent information, meteo coverage of the championships was unsatisfactory.

c) Task briefing : Initially the task setter read all the information for each of the 3 classes. After 2 days this time-consuming system was abandoned since all the details

were shown on the task sheets handed out; subsequently task briefing went smoothly.

#### **3. Flying operations**

a) Grid order was adequate and respected the 2/7 rule.

b) Check weighing en route to the grid was very satisfactory

c) Launching with the powerful Wilgas was very efficient, safe and fast; usually 41 gliders

were towed in not more than 33 minutes.

d) Start : from the beginning every class was allotted its own unique start which it retained for

the whole of the contest. The start line was opened 20 minutes after the last launch of the

class. Start times announced by team captains were immediately published.

e) Finish : officials taking the finish times manually were located in the tower; transmission of

finish data to the scoring office was fast, but it was slow to reach the office for public information. After a few days the system was satisfactory. The large area of the

airfield

allowed 3 possible finish lines, which improved safety.

#### **4. Outlandings**

The large number of outlandings was very efficiently managed by the small but competent secretarial staff. Tasks of the day and positions of outlanded gliders were marked on a large map in front of the organisers' office. The fact that there were no accidents or damaged gliders despite numerous outlandings and not a single airspace infringement clearly demonstrated the skill and safety-consciousness of the pilots. Aerotow retrieves were organized for a few Lithuanian pilots.

#### **5. Tasks**

Local regulations stated only speed tasks and AAT (assigned area task) would be flown. The majority of pilots present had never flown an AAT. Their dissatisfaction with preliminary results followed by three different consecutive unofficial results seemed mainly due to an error in the software of the scoring system. The scoring official solved the problem after a great effort to get in touch with the software author Paul Crabb. The obligation that "at least 33% of the tasks set must be different from the primary task" (Annex A19.1) did not meet with general approval from the pilots and/or team captains. As usual a task with all pilots finishing was considered "too short" was followed by a much longer task which resulted in outlandings for everybody.

5 non-valid flying days seemed due to the lack of experience of the tasksetter.

#### **6. Scoring and publication of results**

Preliminary results were made available very quickly and the downloading of the flight recorders was done accurately and very rapidly. The scoring official Darius Liaugaudas and helper were always willing to help pilots to upload exact new data into their loggers. All results were published and shown on the official board and put in the "pigeon holes" of team captains, jury and stewards.

#### **7. Opening and closing ceremonies**

were short, simple and adequate.

#### **8. Social events**

No arrangements had been made for activities on non-contest days. However various evening activities were offered: a presentation by a country singer, and an accordion-playing lady artist, the traditional "Babajaga" initiation of new "witches" - this one was the best organised of all held since the first international women's contest-, a concert offered by the municipality

of Birstonas, the get together (meeting of nations), a short but very impressive airshow by 3

Yaks, projection of video cassettes on gliding and on Lithuania, a "unique classical concert"

by the Kaunas string ensemble and the traditional farewell party on the eve of Pricegiving

ceremony.

#### **9. Cooperation between organizers and stewards**

The few problems that arose were discussed in a friendly manner. Practically every suggestion of the Stewards was accepted by the Director or by those concerned. The office

put at the disposal of Jury and Stewards was a little too small and accomodation on the airfield lacked some comfort.

#### **10. Media and publicity**

The website of the event has been a great success. Internet presented much information as

well as the results. Team captains were requested to cooperate in installing tracking devices

in several gliders; the pilots requested a 30 minutes delay on the monitor and this was accepted. On-line coverage on the public monitor in the bar raised a lot of interest. This coverage was a "first" in these women gliding championships. Favourable comments have

come from all over the world (even Australia and USA). 2 weekly magazines with historical

gliding data were published. As usual the Germans had their own competent press team releasing news and comments everyday.

In spite of rather weak weather conditions the championships have been a success, competitors and teams have reasons to be satisfied with the event : 5 scoring days crowned the first world champion in the standard class, 6 in the clubs class and 7 in the 15 m class.

Signed :

Gill Van den Broeck  
Belgium

Yuri Kuznetzov  
Russia

Janusz Szczupak  
Poland