

IGC Stewards Report



11th JWGC, Szeged/Hungary July 27 – August 11, 2019 Club Class, Standard Class

1. ORGANISATION

1.1 Overall organisation

The event was well organized. During training days there has been intensive work in progress. Unofficial training and official training however was running normal and things have been ready for the start of scheduled contest days.

1.2 Quantity of officials

The organizing team covered all operational and administrative tasks. A group of further club members and volunteers were assisting in gridding, launching and other.

1.3 Experience of officials

The CD, his deputy (current Hungarian IGC Delegate), task-setter, met-man, safety officer scorer were experienced and reasonably organized.

Scrutineering was running well under senior supervision from the organizer and was finished in time.

Daily weighing (2 stations) was perfect including stringent checking of covers/no covers, number of batteries and parachute on board.

The scoring team was well experienced and equipped.

1.4 Suitability of meetings and briefings

All briefings took place in the briefing hangar, loud speaker and beamer/screen all well arranged. TC-briefing took place in an air conditioned room nearby always 30 Min. before the main briefing at 10:00. The air conditioned room was then available for IGC- officials for the rest of the day.

All announcements were distributed via WhatsApp to TC's, pilots and IGC officials.

Content of the briefings was made available as PPT-file in the download section.

1.5 Suitability of weather information

The Deputy CD, also a professional met-man, presented the weather information which he gained together with a further met-man. It was very well presented during briefings with supporting satellite, radar and further supporting images.

A summary of weather information was copied on backside of task sheets.

1.6 Suitability of facilities

Participants and Stewards were using the campground at the airfield or any other holiday/apartment/hotel in the area. Sanitary facilities on the campground were OK.

Wifi and internet connectivity was working very well after some improvements have been made during the first days.

Food and drinks were available from the organizer and from the airfield bistro. Prices at very acceptable levels.

1.7 Transportation

The Jury President travelled by air and car; Chief Steward and Steward were picked up at Budapest Airport; bicycles were made available on the airfield.

1.8 Information dissemination (Pronouncements, schedules and decisions)

Announcement for the gridding, briefing and T/O were done via WhatsApp.

Distribution lists in use were:

“JWGC 2019 Team Captains”

“JWGC 2019 Pilots & Crew”

“IGC” (for IGC officials)

The official notice board was placed in the briefing hangar with all necessary official information and updated results (including expiry of protest time and status of results). Results were available on “Soaring Spot” as soon as available as well as the task of the day. Also available on Soaring Spot was the intermediate status of the Team Cup.

Advertising for selling of used instruments from a TC was removed from the official notice board.

On “JWGC 2019 Team Captains”, the TC of Czech Republic started an enquiry with his idea, that the next JWGC 2021 in Czech Republic should be opened to three classes with Club, Std. and 18m Class. He asked all TC’s to send their opinion. Some TC’s send their considerations. The CD stopped the discussion on “JWGC 2019 Team Captain” channel and suggested to start such dialog with IGC – which was the appropriate reaction of the CD.

1.9 Pilots assistance

All necessary support was given to the teams.

Technical assistance was also provided on the airfield; small repairs on undercarriage doors and fuselage underside had been made. An on grid repair of a foreign competitors flat tyre was done by the organisers since the pilots team was overstrained. After repair the pilot was able to fly the task.

1.10 Retrieval

Retrieval was made by teams as normal; aero tow retrieval was available on demand and was used in some cases. The organiser watched also such aero tow retrieval until the glider was landed at Szegeed Airport.

The CD informed every day via WhatsApp as soon as all gliders have been accounted for; either landed at Szegeed airport or reported on “lowcrop” tool for outlandings; missing ones have been chased by telephone via TC’s until clear information was available.

1.11 Launch control for air access and efficiency

Between 7-9 tug planes were available; launching lasted between 60 Min and 1:20hrs. for 80 gliders; Club Class 44, Std. Class 36; which was efficiently organized.

The condition of the big airfield and its grass runways was very good; the asphalt runway (Tarmac) was not used but available for any emergencies, as well as the area west of the Tarmac.

1.12 Opening and closing ceremonies including presentation of Jury and Stewards
Starting with a smoke-glider aerobatics, a simple opening ceremony was held at the airfield in front of the briefing hangar.

Short speeches with adequate translation of local officials was done. The IGC officials were presented and the Jury President declared the 11th FAI Junior World Gliding Championships open, followed by the FAI anthem and rising of the FAI flag.

The closing ceremony took place in front of the briefing hangar similar to the opening.

The Jury President declared the Championships valid and thanked the organizer, Team Captains and Teams for their effort and good behavior.

The CD presented the prize giving, the FAI-medals, diplomas and sculptures in stone were handed over by officials.

The FAI Club Class and FAI Standard Class Trophies were handed over.

The Team Cup was awarded for the best 3 placed teams and their respective Team Captains including sculptures and the Junior Challenge Cup for the 1st placed team.

1.13 Other social events

The organizer triggered / organized the “international evening” on August 3rd,

Next a good-bye party for the Steward, Robin, followed on August 5th with a very nice presentation of fire jugglers; followed by the Hungarian evening on August 7th, 2019. Food and drinks for everyone free of charge.

August 10th, farewell party including dinner at reasonable cost.

Also see 4.0 closing remarks.

1.14 Total number of scheduled days and number of contest days.

In total 11 valid contest days for Club Class and 10 valid contest days for Standard Class.

First two days were cancelled due to bad weather; followed by 4 contest days; 1 official rest day followed by 7 consecutive days were one flying day did not become valid in Standard Class as the minimum distance for the day was not achieved (25% \geq 120km)

1.15 Media liason

The website and Facebook pages were constantly used and updated.

Pictures taken by a professional photographer were published every day.

As far as can be seen, there was no endeavour to invite and host the public on the airfield.

The airfield is completely fenced and the two gates are guarded.

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

According the IGC-decision, no registration on OGN was required. Nevertheless some gliders were visible on OGN and visible via a direct link including their task on the website. This information was used for having a rough idea of the progress of the contest and was also used on the tower to be prepared for incoming glider traffic.

1.17 Other organizational comment

None.

2 Rules (Comment only where appropriate)

2.1 Adequacy of Local Procedures

Overall OK and appropriate

2.2 Abendum or changes

The LP's were changed on the following items:

Landing procedures (7.8.1)

Preferred landing method is direct landing on RWY 16L.

Alternate landing method is a slight left bend-right 180° turn to East of RWY 34R.

Separation area between the two landing directions are defined by the white concrete markings on the East edge of the grass RWY and the additional yellow markings more to the East.

Low energy pattern flying will be penalized.

Minimum required altitude over the road "55": 20m AGL

Crossing the road in a dangerous way (height and speed) will be penalized as hazardous flying on finish, based on the Competition Director's or Flight Director's observations.

New Landing procedure in picture with separation area between direct and pattern.

Yellow-landing-taxiing, blue towing back to tie down area

LANDING PROCEDURE



LANDING PROCEDURE



LANDING FIELDS ON FINAL GLIDE



2.3 Fair application of Rules and Local Procedures

OK

2.4 Possible improvement of Rules and/or Local Procedures

None

2.5 Task setting and operations

The weather varied from just being OK for competition till great.

RT and AAT were almost half and half.

Task setting was made according the best of weather forecast and available airspace.

Little effects of middle and high layer clouds or little difference of surface temperature made quite big and unpredicted change of thermal conditions. Two days of non-completion (most gliders landed out; others back to Szeged) for both classes happened.

2.6 Scoring system (use and application)

The 1000 points system was used without troubles. SeeYou software basically was working well. The only problem for automatic scoring appeared when during AAT a cake like area was drawn which had to be approached from the straight lines of the cake; and in case the out-landing was before reaching this cake-like area, the automatic scoring of the distance flown was not correct. However things have been managed quickly but with the advice from Naviter not to use this fancy shaped area again (also being according the rules and possible in SeeYou competition task setting). During the last day after an AAT the problem of very slow processing of the files became an issue since everyone was impatiently waiting for the unofficial results. However there was nothing that the scoring team could do; Naviter is aware and to my (CS) information it has to do with the lots of data with the 1 sec. FR-interval and the partial incompatibility with AMD processors versus Intel processors; but this can be wrong since this is completely out of my expertise.

2.7 Protest handling and registration

None

2.8 Tracking

According the decision taken by IGC, no OGN registration and tracking could be made mandatory; therefore only some tracking was possible of the ones who still registered on OGN with tracking possible.

3. Safety (Comment only where appropriate)

3.1 General safety of the event

Very good.

After discussion at TC meeting with no clear outcome the CD decided to use the safety box for related complaints instead of the available flytool software.

The CD encouraged TC's to talk to him or to Stewards in terms of safety issues or put written notice into the safety box.

A safety committee was established consisting of 1 pilot of each class, the Chief Steward and the Safety Officer.

There were no incidents which would have made a formal meeting necessary.

The proximity analysis tool (PAT) was looked at by Stewards.

It turned out that it was a helpful piece of information in some of the verbal complaints.

But it was always necessary to look into SeeYou concerning more evidence for the two affected gliders. In addition some FR-traces were suspect since the GPS-data have not been accurate to that extent that the PAT tool was pleased. However the IGC-files were OK to be used in scoring. TC's have been asked to use different FR's or different positions of FR's in

the cockpit, but this didn't solve completely the requirements of PAT; since accuracy problems of FR's still existed.

Further on it turned out, that team-flying of some of the teams increased the number of their own incursions quite much; mainly in narrow straight flying; so these team internal incursion needed to be excluded when looking at encounters and distance flown during incursions.

Procedures for crossing the finish ring and landing safely had been optimized to have no need to cross "Road 55" low. This worked out well and some outlandings between finish ring and the "Road 55" were made; all on available and well described large outlanding fields.

3.2 Occurrence of incidents and/ or accidents

No accident !

2 gear up landings on the grass-runway. Some flat tyres.

Some undercarriage doors damaged during out-landing but no structural damage; repair done till next contest day in the workshop of the organizer.

One LS1-f undercarriage locking mechanism became defect and could not be repaired till the end of the comp.

3.3 Availability of medical personnel

Fire-fighting truck including 2 fireman available during all flight operations – as a standard during airfield operating hours during day; Emergency services in the town nearby distant by 2,5km.

3.4 Use of safety officers

Safety officer was at site during all flying activities and at the same time has been an employee of the tower crew; and being on the tower throughout all take-off and landing.

3.5 Launch safety

Well done; flight director in front of the grid coordinating tugs and launches; being assisted from the tower when necessary; also tower giving support when translation was necessary

3.6 Pilot skills relating to safety

One day a pilots cloud flying just before the start was complained about. The complaining team also provided videos that should proof the evidence.

The accused pilot honestly admitted his cloud flying in talking with the CD. Penalties were imposed according list of approved penalties.

Further, the CD informed everyone, that any video taking by smart phone is dangerous especially when flying close to the cloud base and near to the start line; he would have issued a warning but the list of approved penalties does not foresee this; in addition it was made clear, that any video taking during flight can be dangerous and any video evidence of a pilot not flying according the rules and with the intention to penalize a competitor, will not even be looked at by the organiser.

Towards the end of the competition one complaint about aggressive flying and opposite circling was risen. Also some further talks of TC's to CD and Chief Steward were made.

Proximity analysis and IGC traces were observed to see the evidence; since in PAT there are only two gliders shown but it always needs the other gliders around for reasonable assessment.

The CD made a very clear and well received speech on the main briefing on Aug. 9th, to calm down the emotions and some aggressiveness in flying.

It was about safety, airmanship and attitude and it was absolutely clear and understandable for everyone.

In addition the issue of very close flying, cutting into circles, bad entering into thermals and other was several times discussed during TC briefings.

3.7 Suggestions for future safety enhancements

Introduce a different start method to avoid the extreme gaggle flying from the beginning; either designated start times or future event marker start if the rule will be ready. But make the new start not completely optional, otherwise an organizer will most probably not use any new alternative as long as he can use the old conventional start method.

Develop the new IGC trackers as fast as possible. Then display of the race with time-delay will become possible and all gliders will be seen again.

This will also help the organiser or the tower crew to be prepared for the finish and other airfield traffic must not be stopped for an unnecessary long period.

4.0 Closing remarks.

4.1 Alcohol on social events

Following the farewell party some team members behaved very badly during the night under the influence of alcohol. The organiser had to show up to avoid them doing too silly and dangerous things. Obviously not all TC's had their team members under control. The next morning the mess that had to be cleaned up was miserable. The frustration of the CD red as follows on "JWGC 2019 Pilots & Crew":

"Good morning. I see you guys had a fun night; and we also enjoy cleaning up after you. I am not shure what the poor plants from the hangar did to you but two of them is missing; and can see traces of them on the concrete. We need the following items to start the price giving: the two plants, the gear shift from our bus. Good job encouraging my team (and myself) not to organize championships again. "

This announcement was still very reserved but well done to maintain an appropriate mood after this wonderful time the preceding 2 ½ weeks.

In general there is a real problem with alcohol on social events on Junior championships; especially at farewell parties where there is no flying on the next day and monitoring of some TC's gets relaxed.

There is also a lot of alcohol offered and consumed at international and national evenings where there is competing the next day. And this can be experienced on nearly all international championships.

There is urgent recommendation that future organisers should think about the introduction of a non alcohol policy (or similar) for all social events throughout the championships.

4.2. General

The 11th FAI Junior World Gliding Championship in Szeged / Hungary was a success for everyone.

The competition was safe and fair.

Tasks were challenging since also the weather was challenging in terms of difficult forecast situation. Nevertheless high numbers of contest days were achieved; 11 in Club Class, 10 in Standard Class. Out-landing in the contest area was easy due to big fields that had in part already been harvested. Only minor damage had been reported.

The team around the contest director made a very good job. Safety related issues have been handled with priority.

Further, the organizers were eager to help everyone in case of any need.

It is with great pleasure to congratulate the Hungarian Aeroclub, its Gliding Commission and the “Delvideki Aero Club 1930 “at Szeged airport for successful, safe and fair Junior World Gliding Championships.

IGC will be pleased to receive future bids for championships to be hosted at Szeged Airport.

Christof Geissler
Chief Steward

Robin Van Maarschalkerweerd
Steward

11th August 2019