

IGC Stewards Report

20th EGC Prievidza 7 - 20 July 2019 Club, Standard and 15 m Class



1. ORGANISATION

1.1 Overall organization

The event was very good organized. The event was well prepared and the training days really started as official. The organizing team did their utmost best to please the participants, and to get a fair and safe competition.

1.2 Quantity of officials

The core organization team covered all operational and administrative tasks. A large group of volunteers / club members – especially youngsters were assisting the gridding, launching.

1.3 Experience of officials

The CD, the deputy, the met-man, the task-setter and scorers were experienced and very well organized.

The initial technical inspection was nicely organized and went well. Unfortunately some pilots were lazy to book a slot and upload papers as requested in advance.

The daily weighing was correct and on time organized and went well from the first official competition day.

The processing of the flights by the scoring team went quick and correct.

1.4 Suitability of meetings and briefings

All briefings took place in a large hangar, large screen/beamer. TC-briefings took place in a classroom. All briefings were well managed: clear, to the point and short!

A comfortable office was available for the IGC-staff.

All announcements were done via 'Whatsapp' to TC's, pilots and IGC staff as appropriate. Content of the briefings and other information was also available on the website.

1.5 Suitability of weather information

The met-man used the official met-service information and different internet meteo sites

Meteo information was well presented during the daily pilots briefing and also recapped on the task sheets.

1.6 Suitability of facilities

Participants as FAI officials were using the campground at the airfield or guest/holiday houses or hotels in the neighborhood. Sanitary facilities were OK.

WiFi was working well.

Food (snacks and different warm dishes) and drinks were available from the 'AeroRest' at acceptable prices.

1.7 Transportation

The FAI-officials travelled by car/air and rented a car, bicycles were available.

- 1.8 Information dissemination (Pronouncements, schedules and decisions)
Announcement for the gridding and briefings were done via whatsapp with messages to the TC's and pilots as appropriate. All messages were copied to the IGC staff as well.
All available information (Procedures, grids, briefings, tasks, meteo) was published on the website.
The official information board was placed in the briefing hangar with all official information and results and kept updated precisely!

Results were published online via the website using "Soaring Spot" and on the official board.
(The time of publication was also distributed by whatsapp)
- 1.9 Pilot assistance
All necessary support was given to the competitors and crew.
Technical assistance was provided on the airfield (workshop and certifying staff).
Unfortunately some small repairs had to be fixed over night.
- 1.10 Retrieval
When not using the own engine to get back home, some retrieval was done by road. An aero tow retrieve was available on demand and a few times used.
- 1.11 Launch control for air access and efficiency
After some adjustments, all went well.
There were 10 tugs available, launching lasted +/- 1:15 hr. for 82 sailplanes
Club: 31 sailplanes / Standard: 29 sailplanes / 15 m: 22 sailplanes
The status of the airfield was good.
- 1.12 Opening and closing ceremonies including presentation of Jury and Stewards
A simple and with sympathy organized opening ceremony was held at the airfield.
After short speeches by the local officials, the president of the jury declared the championship open.
FAI-Officials were presented during the first TC-briefing and during the first general pilots briefing.
The closing ceremony at the airfield was also modest. The Jury President declared the championship valid and thanked the organizer and also the pilots for their effort and correct behavior. The CD presented the price giving, the FAI-medals, diplomas and sculptures in glass were handed over by some local officials.
All participants were offered free of charge a typical goulash meal.
- 1.13 Other social events
On 13th July, the pilots and crews were offered a typical Slovak evening by the organizing club.
A well-attended 'International evening' was also organized on 17/07 in a very nice ambiance.
Teams offered some typical food and drinks.
In addition, a well attended visit to the local castle was organized.
- 1.14 Total number of scheduled days and number of contest days
In total 12 valid competition days for every class out of 14 day in total.
Friday 12/07 was canceled due to bad weather, due to expected bad weather Saturday 13/07 was declared as the official rest day.

- 1.15 Media liaison
The website and Facebook pages were extensive and constantly updated.
On the website /Facebook pictures and short movies were published on a daily basis.
Live-streaming was offered to follow the launching.
There was no formal press officer. In advance some announcements were published in local press. Unfortunately there was less public interest.
- 1.16 Public and Internet display of real-time aircraft positions and information
According the last IGC-decision, no formal OGN registration was required. The available tracing was used with a direct link on the website. A large TV-screen was available in the restaurant.
- 1.17 Other organizational comment
None.
- 2 RULES (Comment only where appropriate)
- 2.1 Adequacy of Local Procedures
Overall OK.
- 2.2 Addendums or changes
The LP's were changed on the following items:
- Due to some reported cloud flying before the start, a max. altitude and max. groundspeed to pass the start line was introduced. (1700 m AMSL / 170,00 km/h GSP)
- On request of the SE team and with a majority support of the other teams, the finish ring was changed to 4 km radius and a min. altitude of 400 m AMSL (140 m AGL).
These changes were discussed at large during the TC briefing of 16/07.
- 2.3 Fair applications of Rules and Local Procedures
OK.
- 2.4 Possible improvements of Rules and/or Local Procedures
None.
- 2.5 Task setting and operations
A number of days with great weather, a number of days with rather difficult weather in combination with a complex airspace structure made the job of the task setters not easy.
Task setting was made very carefully and well balanced. This job was done to the best possible.
There were 12 valid competition days and the three classes got each 5 AAT and 7 racing tasks.
- 2.6 Scoring system (use and application)
The 1000 points system was used without troubles; (only a few corrections had to be made)
The SeeYou software was working well although some bugs/malfunctions were detected.
The results were processed as quickly as possible (scoring had to wait sometimes for the back up files) and were announced on the website with a link to the 'Soaring Spot' website and also on the official notice board. Time of publication was also announced via whatsapp.

- 2.7 Protest handling and registration
One protest was filed but could not taken into account as it was introduced after the final protest time and it was also not proceeded by a complaint.
The Jury gave a clear and motivated answer. Protest fee was returned.
- 2.8. Tracking
According the decision taken during the last IGC meeting, no OGN registration was required, thus no full tracking was provided. Partly tracking was organized with the available data via the website and was also presented on a large screen in the restaurant.
3. SAFETY (Comment only where appropriate)
- 3.1 General safety of the event
Overall OK.
The 'FlyTool-program was available for reporting. All teams received information in advance and were invited to register. This was once more repeated during the initial briefings.
No reports via this system were received. The CD and the deputy were always and easy to approach to communicate/discuss any worries.
Every day feedback was given about the operations of the past day during the pilot briefings. All standard Ops rules were repeated every day. Some reminders were given about the discipline of the pilots and crew members ...
A 'Safety Council' was established consisted out of the CD, Stewards and with a representative pilot of each class. There were no incidents where a formal meeting was required.
- The 'Proximity Analysis tool' was planned to be used. Unfortunately it was detected that the analysis output was not always correct. Investigation confirmed that the system does not get always the correct data, some instruments are not providing correct and constant data. Only +/- 20 % of the statistical data was useful. Thanks to software skills of Øjvind, assisting software was written to sort out the possible useable data. The program as it is now cannot be used formally as there are to many uncertainties. Only with additional in-depth investigations it can be used to detect possible close encounters.
Regularly some pilots were invited to give extra information/their experience to get the complete picture as correct as possible. The invited pilots were very open and constructive with this approach. Personal safety margins are indeed different...
Several exchanges of information followed with Matt – who provided the program - and he promised trying to adjust the program.
- 3.2 Occurrence of incidents and/ or accidents
- 3 gear up landings at the airfield (small repairs required over night)
In total 90 outlandings were made, some with material damage:
- landing in high crop – wing damaged – repaired and after two days back in operation
- landing gear forced – to be replaced – out of competition
- landing with ground loop – fuselage broken – out of competition
- 3.3 Availability of medical personnel
Emergency services were informed about the event and were present during the launch and also during the arrivals. One the staff member was a medical doctor and was present on the field.

- 3.4 Use of safety officers
Several members of the core organization team were observing the grid/launches and arrivals/landings.
- 3.5 Launch safety
OK – fully under control.
- 3.6 Pilot skills relating to safety
Some pilots approached the CD as well as the stewards about some aggressive flying by some competitors. Files were checked and discussed with the pilots involved. A general appeal was made with some extra safety advises during the TC and pilots briefings.
- 3.7 Suggestions for future safety enhancements
Mix of the replies above.
- 4.0 Closing remarks.
The competition was very well organized in all respects. Everyone in the competition, the CD, deputy CD, registration official, scoring, technical inspection & support to the young people who helped on the grid were friendly, helpful and smiling. Great efforts were made to please all participants and crews. As IGC, we can only be proud that there are places like Prievidza that will take up the great task of running championships. We can only recommend that future competitions will be awarded to Prievidza, if they have the desire and energy to be again the host.

Patrick PAUWELS
Chief Steward

Øjvind Frank
Steward