

**14th EUROPEAN GLIDING CHAMPIONSHIP  
02 - 19 August 2007 - Issoudun - France**

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**1 ORGANISATION**

1.1 Overall organisation

Adequate to good level in a pleasant atmosphere.

1.2 Quantity of officials

Close to the minimum necessary. No back up because some staff already filled multiple roles  
The willingness and enthusiasm went a long way to compensate for the shortfall.  
More delegation and coordination, more defined task training in advance, might have been useful.

1.3 Experience of officials

Closely related to 1.2: some were very experienced, others had almost no experience.  
The same can be said of the English language skills.

1.4 Suitability of meetings and briefings

Briefing hall (large marquee) was suitable for pilots and TC's briefings. Besides this, a small, air-conditioned office/meeting room was available for the stewards and jury members.

1.5 Suitability of weather information

A professional forecasting service was provided by Meteo France/Bourges but the presentation was left to a volunteer member of the club.

1.6 Suitability of facilities

Camp ground = OK  
Sanitary facilities nearly to the limit. Some tent/caravan positions were very far from these and portable toilets at the airport gate end would help a lot. (otherwise, a night visit can mean some 200m in the dark among invisible tent strings in the rain...). With Issoudun-le Fay 11km from the town centre, very welcome daily baker's van service offering baked goods, fresh eggs, newspapers etc.

1.7 Transportation

Stewards/jury member brought their private cars. Given the distances covered in a working day on any airfield, often carrying lots of rules and other documentation, an offer of bicycles or other means of moving quickly around airfields would be appreciated.

1.8 Information dissemination (Announcements, schedules and decisions)

Besides an official notice board, copies were posted on the office windows, published on the website, team captains were prompted by SMS to important information. Public address was available, reaching all areas of the airfield and campsite, and often used. Results were projected on the screen erected for the Vpos tracking and on a TV-screen in the club bar.

1.9 Pilot assistance

Staff were always willing to help.  
Sufficient familiarity with the English language for use in the open and under pressure (e.g. prior to take-offs) was often a problem. Info Office staff solved a wide range of practical problems unrelated to flying with patience and efficiency.

### 1.10 Retrieval

Retrieval by air was possible from certain airfields and was used a few times. Most out-landed sailplanes were road-retrieved by their crews.

### 1.11 Launch control for fair access and efficiency

All launching went smoothly and accurately, with an average of 1 Hr for 94 sailplanes with 13 tugs. More use – or even exclusive use - of the English language is however essential and to be encouraged.

### 1.12 Opening and closing ceremonies including presentation of Jury and Stewards

Simple and correct. Teams were presented at the official opening parade. Speeches were kept brief. Stewards and jury members were presented at the briefing.

#### Note:

As Fred Gai had to withdraw very late as jury member , according to the rules and with the agreement of IGC, Baer Selen (NL) was nominated as jury member.

### 1.13 Other social events

A nice social evening was jointly organized by the NL, GER and ITA team. The home based club organized a well-attended guitar evening as well as simple entertainment in the bar every night. The closing party was attended by more than 400 people.

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

Scheduled days: 13

Contest days: 8 in every class (3 x AASpeed Task, 5 x Racing Task)

### 1.15 Media liaison

A member of the organisation team was tasked with the press relations. Reports were published in the local newspapers, a local TV station made a report and several foreign camera teams filmed for future use. Foreign journalists covered the event for their own national teams. Prime-time lunchtime sports news featured the French silver medallist the following week.

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

Unfortunately, the VPOS Tracking system didn't work. Real time information was published on the competition website, as well as short news messages during every competition day. An FFVV representative took hundreds of photographs daily for a souvenir CD given to every participant and volunteer before leaving.

### 1.17 Other organisational comment

Overall preparation in advance seemed insufficient. Training, as well as first competition days, were needed to get everything on the rails ... Despite the overall willingness of the club members and other volunteers involved, there was a feeling of a certain lack of briefing about their individual tasks/responsibilities and overall coordination.

## 2 RULES

### 2.1 Adequacy of Local Procedures

OK – see 2.2.

### 2.2 Addendums or changes

The Local Procedures and subsequent changes were adequate.

- 4.2.2.a. Procedures for daily weighing - authorisation to drop possible over-weight without penalty (as done in other championships)
- 7.8.4. Mass arrivals – no penalty when landing outside the airfield for safety reasons after correctly crossing the finish line, in the case of a crowded landing runway

- 7.3.2. Launch procedure for motor gliders when launched by aero tow – engine check within 5 minutes after release.

The airspace file was upgraded/adjusted several times. (up to v8)  
Some radio frequencies for the teams were changed.

## 2.3 Fair applications of Rules and Local Procedures

No problem

## 2.4 Possible improvements of Rules and/or Local Procedures

“KISS” (keep it simple, not stupid)

Due to the number of non-native speakers of English involved and the importance of understanding the advice, it is highly recommended that IGC formulate a standard basic terminology for prohibited, active, temporarily-closed etc air space for use in all FAI contests.

## 2.5 Task setting and operations

Tasks were set up relative to the reasonable but difficult meteo.

Although requested to change, the tasks given for the 3 classes often overlapped.

Information in detail was given at the briefing about the task as such and also about the relevant airspace to be used, as also launch, re-launch and finish procedures.

## 2.6 Scoring system (use and application)

The SeeYou software was used but this caused a serious problem. With the support of some external specialists and Andrej Kolar, after a few days the scoring went well, but sometimes the scorers were faced with strange features while processing such as

- problems with the ENL registration
- problem with the calculating of the average speed
- differences in virtual-outlanding between the spot marked on the trace and the ENL registration
- ...

and took more time than expected.

Although proposed a few years ago to the IGC plenum, but refused by that plenum, having one single IGC scoring software, or having IGC approved scoring software systems (Cfr. flight recorders), could solve a lot of problems.

## 2.7 Protest handling and registration

No claims, nor protests were filed.

## 3 SAFETY (Comment only where appropriate)

### 3.1 General safety of the event

In general OK

The composition of a Safety Committee was prepared at the first Team Captain's briefing and installed at the first general pilots' briefing, consisting of J.-Ph. Rogier, safety officer, P. Pauwels, steward, T. Scott, S. Jones and W. Janowitsch (one pilot from each class).

Besides general OPS and safety instructions at the daily briefing, the safety officer gave an entertaining but serious power-point presentation on specific safety points every day.

As requested by the Local Procedures, all gliders were marked with extra anti-collision adhesive tape. About 50% of the gliders were equipped with 'Flarm' which is strongly recommended but not obligatory in France.

The pilots' special attention was drawn to the IGC-Notice about low finishes based on British CAA/BGA recommended practice since the fatal accident concerning a photographer, JWGC 2005.

It was clearly stated by the competition director at the first briefing that proper actions should be taken!

During the first briefing with the Organising Committee, it was stressed to use only the English language in all the communications with the pilots...

### 3.2 Occurrence of incidents and/ or accidents

- In the training week, an undercarriage collapsed during the take-off roll, minor damage, repaired.
- A glider was damaged on landing when diverting for a crowded runway end.  
(ground looped – caused damage to the stabilizer and left wing)  
Could no longer participate. In accordance with French law, Gendarmerie from Chateauroux attended and took witness statements.
  - Accident was discussed with the S.C.. Some extra precautionary actions were imposed  
(cones along the runway were removed to facilitate vacating the runway after landing, an extra marshaller was placed beside the landing area to give additional guidance)
- During a few outlandings, undercarriage/wheel doors of some gliders were slightly damaged.

### 3.3 Availability of medical personnel

An overall emergency plan was available. A medical specialist in emergency care (club member) was on site during the competition. Information about medical doctors in the area was posted on the office wall for all to consult.

There was no doping control by the French Authorities.

### 3.4 Use of safety officers

See 3.1.

### 3.5 Launch safety

OK – no problem – very well managed.

### 3.6 Pilot skills relating to safety

Some pilots were not always aware of the necessity to vacate the runway immediately after landing. It seems that some pilots took very late decisions to make an outlanding or to start the engine... (The safety officer made some checks matching the flight recorder coordinates with Google Maps....)

### 3.7 Suggestions for future safety enhancements

Although published and distributed, keep repeating daily the launch, start, finish and landing procedures.

Recommendation: Issoudun has a six-runway system with converging "cross-roads" points which can be confusing to learn and many warnings were given to drivers and walkers about safely accessing landed gliders or other areas. Angela Sheard would like to recommend that, as well as first TC briefings, all competitions provide one briefing specifically for at least one crew member per pilot, plus TC, to clarify all such dangers and emphasize correct practice. This would avoid last-minute anxiety about cars parked where they can jeopardize safe landings and also heighten the awareness of danger and how to avoid it for the army of hurrying crews, families, small children on bikes, walkers, TV crews and anybody else in the operational area for whatever reason.

Other: many people still arrive with no numbers on the wing undersides or non-standard competition numbers elsewhere on their gliders and try to avoid adding/changing them until threatened with sanctions right up to Day 1. This wastes staff time rechecking and following up and NACs sending teams should insist or preferably check that gliders are correctly identified before leaving home.

Patrick PAUWELS, Chief Steward

Angela E. SHEARD, Steward