

IGC STEWARD REPORT

14th FAI EUROPEAN GLIDING CHAMPIONSHIPS
classes Standard, Club, 20 m two seater and World

Pociunai, LITHUANIA
28th July to 12th August 2007

1. ORGANISATION

1.1 Overall organisation

Overall organisation was efficient, effective and friendly.

1.2 Quantity of officials

Sufficient for good running of the event.

1.3 Experience of officials

The Pociunai team had run a successful events in 2001 (FAI World Women Gliding Championships) and in 2004 (FAI European Gliding Championships) and many other national events. They are experienced and effective team. The experience of the international officials was reviewed by IGC FAI during their selection.

1.4 Suitability of meetings and briefings

All meetings and briefings were held in converted hangar, there was adequate seating and tables for pilots and officials, with adequate projection and sound facilities. First Team Captains meeting was held a day before Opening Ceremony and during discussion were explained and changed the Local Procedures of the event. The changes were recorded as the Amendment, printed and distributed to all teams and officials. Daily briefings were well prepared, clear and short. Computer Power Point presentation accompanied the oral information.

1.5 Suitability of weather information

Weather information and forecasts were prepared by professional meteorologist. Especially during first week of the event she had a difficult task, because the weather in this time was mostly bad. The Deputy Director and Task Setter in one gave detailed meteorological information by Power Point presentations during briefings. Copies of the detailed meteorological charts were also fixed at the Official Information Board.

1.6 Suitability of facilities

The complex of the Pociunai airfield is suitable for organisation such an events (four competition classes and 120 competition gliders). Airfield has two wide parallel grass strips directions 06/24. Local aero club's facilities had been augmented with additional portable offices, showers and toilets blocks and 220 V electricity power for the camp. Local bar offered enough meals and drinks and the staff was very friendly. About 5 minutes by walk from the airfield is suitable accommodation for officials in Kaunas Aero Club building. Internet room was opened the whole day, equipped by six computers with suitable software and connection speed. Two wireless internet systems covered the camp and surrounds, but unfortunately both were permanently congested and did not adequately cover all areas.

1.7 Transportation

The Stewards and Jury were accommodated at the airfield and one common car was enough for their local transportation. The car was mostly used for transportation of Stewards and Jury to the grid and back. Chief Steward arrived by airline to Vilnius. His transport to Pociunai and back was well organised.

1.8 Information dissemination (pronouncements, schedules and decisions)

Pronouncements, schedules and decisions, made at Briefings were displayed on the large screen in the Briefing Room. Printed information were posted to all teams and officials to their mailboxes, pinned to the Official Information Board and as quickly as available on the Championships web site (<http://www.pociunai.lt>). Information about postponing the times of launches during the official training, given by radio to the grid were sometimes lost. During competition it was eliminated by using the "stronger" radio and by repeating of the messages. Any changes of the competition task were given at Championships Office and signed by Team Captains. Within 30 minutes after landing, every pilot uploaded his igc-file to the public computer and the calculation of his result was immediately put to the Provisional Result List.

1.9 Pilot assistance

Registration was friendly and efficient. For non queues in front of the registration room, every participant had the possibility to make his own pre-registration on the well prepared time schedule. The same procedure was used for offer of the technical inspection and mass check. The technical inspection and mass check of the gliders were all the time assisted by both Stewards. The Championships Office was always manned and available to assist pilots, crews and officials.

1.10 Retrieval

To pilots were given a printed instruction in Lithuanian language to show it to the owners of fields and to the witnesses of the outlanding. There seems to have been no problems.

1.11 Launch control for fair access and efficiency

Gliders were grided in rows of 5 to 6 and rotated on a daily basis. By agreement of the Team Captains, the grid position for the first Championships day was not drawn, but selected by computer. Launching was very efficient, well organised. 15 pieces of Wilga tow planes were used. 87 gliders of 4 classes were within 45 – 50 minutes in the air. The Start gates were mostly opened on time. Sometime existed small differences between Steward control time and official announced times.

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

The opening ceremony was held in square in Prienai, the city close Pociunai. The festive march of all teams and officials with FAI and national flags in Prienai preceded the Opening ceremony. It was a well organised and pleasant event, fully compliant with the FAI protocol. Unfortunately, the programme after the Opening ceremony was spoilt by rain.

The closing ceremony was held on the Prienai in Cultural centre and was also compliant with FAI protocol.

Jury and Stewards were introduced at morning briefings as they arrived to the place of the competition.

1.13 Other social events

Cocktail for Team Captains and officials, given by Mayor of Prienu after the Opening Ceremony.

German and Swiss evening, organised at the place of accommodation of both teams about 6 km from the airfield.

Lithuanian evening in airfield hangar.

Music concert in airfield hangar.

British and Dutch evening, organised around the airfield bar.

Farewell party a day before Closing ceremony in airfield hangar.

All well attended by the teams.

1.14 Total number of scheduled days and number of contest days

According to approved Time Schedule was planned 14 days + reserve day for case to fly fourth task in any competition class. There were 5 valid tasks in all classes.

1.15 Media liaison

Organisers put a great deal of effort into PR work. Articles were issued in local newspapers. Several reports were shown in TV.

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

Every Championships day carried pilots of the selected class the tracking devices. Organisers has 21 units of the device. The tracking projection was shown in the bar on a big plasma screen and on the competition web site.

1.17 Other organisational comments

The organisation responded promptly to questions, queries during the planning phase of the competition and were receptive to suggestions that were made. It was pleasure to see, how number of young people worked and helped during the organisation of the Championships.

2. RULES

2.1 Adequacy of Local Procedures

Local Procedures were noticed by Chief Steward and published before start of the Championships. Local Procedures were adequate and covered all eventualities. However, several amendments and changes to cover operational details were agreed at the Team Captains meeting.

2.2 Addendums or changes

Team Captains approved the following changes to the Local Procedures:

- a) To reach the same conditions for all pilots in respective class, open start 30 minutes after last launch in respective class.
- b) To increase the length of the Finish lines for 1.400 m.
- c) To change the landing frequency – is the same, as the finish frequency – 125,00 MHz (call sign POCIUNAI INFO).
- d) To handle all flight documentation within 45 minutes after landing.

2.3 Fair applications of Rules and Local Procedures

The Rules and Local Procedures were applied fairly. Paragraph 6.1 of Annex A was fulfilled.

2.4 Possible improvements of rules and/or Local Procedures

Stewards proposes:

- a) To give the possibility to organisers to select grid order for the first Championships day not only by draw, but by computer selection, too.
ANNEX A – 7.1. Launching grid.

2.5 Task setting and operations

a) Task setting

First three tasks were speed tasks. Sometime should be better – due to meteorological conditions and short thermal interval – to set maybe shorter tasks or Assigned Area Tasks. On the other side, task setter selected tasks with respect to weather forecasts and airspace restrictions well. Unfortunately, some tasks were started, starting gates were opened, but in a short time the tasks were cancelled for all classes due to weather. In one case complaints and protest were given due to short time between task delivery to the Team Captain and start of the take-offs. Complaints and protest were denied by Competition Director and later by Jury.

b) Briefings

Daily briefings were clear and effective. Competition director reported birthday of anybody from the official participants and awarded him/her by bottle of Lithuanian wine. Every next day after valid Championships day, the winners in every class were declared and awarded. This part of briefing was closed by Director's remarks, regarding to last days run. During second part of briefings meteorological information and forecasts were given and task for every class was announced and clarified. Briefings were finished by eventually questions and answers.

c) Launching

Described in paragraph 1.11 of this report.

d) Finishes

Due to well prepared instruction and sketches without problems.

2.6 Scoring system (use and application)

The SeeYou Scoring system was used and without any problem applied. Pilots uploaded their GNSS FR data in igc format directly to the system using public computers. Results were very quickly calculated and published.

2.7 Protest handling and registration

Three protests were registered and handled according to the Rules. Details should be part of Jury report. One of them was withdrawn by protester, two were denied by International Jury. International Jury decisions were displayed on the Official Information Board.

3. SAFETY

3.1 General safety of the event

The general safety was considered as good. Some reminders, given by pilots, regarding to lengths of tow ropes and ATC during approaching the gliders to the landing, were discussed with Stewards and organisers.

3.2 Occurrence of incidents and/or accidents

- a) LS 8 (F2) – during outlanding in third competition day fuselage of the glider was damaged without possibility to repair it on the competition place. Pilot was not injured, but can not continue in next flying day.
- b) Two gliders sustained minor damage in manipulation within grid during official training. Damages were repaired and gliders can continue in flying.

3.3 Availability of medical personnel

Medical personnel were prepared on the base of agreement between organisers and Medical centre in Prienu to be in few minutes in the airfield. First aid was secured permanently by educated people from organisers side.

3.4 Use of safety officers

The safety committee was established according to paragraph 1.4.4 of the ANNEX A. Members: Raimo HUOVIOLA - FIN (Steward), Vladimír FOLTÍN – SVK (20 m), Eric SOUBRIER – FRA (Club), Henryk MUSZCZYNSKI - POL (Std) and Timo PANKKA – FIN (World).

3.5 Launch safety

Cars were asked to move off grid 15 minutes prior the start of the launch. Some of the launch personnel were dressed in high reflexive jackets, the other in yellow shirts. During official training two gliders sustained minor damages in manipulation within grid. The organisers increased the grid area and no more problems were again.

3.6 Pilot skills relation to safety

Generally pilots showed high level of skill and flew safely. There was eleven air space infringement, resulted in an automatic outlanding at the point of entry.

3.7 Suggestions for future safety enhancements

Release the gliders strictly in announced release areas.

Enclosures: German and Sweden Complaints (8 pages)

Pociunai, 12th August 2007

Jiří DODAL
Chief Steward

Raimo HUOVIOLA
Steward

Carlo MARCHETTI
Steward