

## IGC Steward Report

### 35<sup>th</sup> WGC Ostrow Poland 7 - 22 July 2018 Club, Standard and 15m Class

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- 1 Organization
- 1.1 Overall organization  
The organizing team was small and they did their best to please the participants.
- 1.2 Quantity of officials  
The main organization team was rather small. A large group of volunteers / club members – especially youngsters were assisting at scrutinizing, gridding and launching.
- 1.3 Experience of officials  
The Director, the met-man, the task-setter and the scorer formed a well balanced and efficient group.  
The initial technical inspection/scrutinizing went well after some adjustments in the beginning. The daily weighing went well from the first day. Two scales were used every day and the teams knew what they were doing. Both scales worked perfectly.
- 1.4 Suitability of meetings and briefings  
All briefings took place in a large hangar; large screen/beamer and good public address system were used.  
TC-briefings were held in the restaurant tent or in the briefing hangar.  
FAI-officials could use nicely decorated office room in the restaurant. It was also suitable for larger meetings but was not used for that.
- 1.5 Suitability of weather information using the official met-service and different meteo internet sites were beside consulted.  
Meteo information was well presented during the daily pilots briefing.
- 1.6 Suitability of facilities  
Participants were using the campground at the airfield or guest/holiday houses and hotels in the neighborhood. Sanitary facilities were OK.  
Wi-Fi was working well after a few adjustments.  
Food, snacks and different warm dishes and drinks were served in the airfield restaurant, in the silver hangar with acceptable prices. FAI-officials and members of the organization had their meals in a separate restaurant.
- 1.7 Transportation  
The FAI-officials travelled by car/air and rented a car or a pick up at the airport was arranged. No sponsored cars were available
- 1.8 Information dissemination (Pronouncements, schedules and decisions)  
Announcement of gridding and briefings were done via SMS and WhatsApp to the TC's and competitors.  
All available information (Procedures, grids, briefings, tasks, meteo) was published on the website and also in WhatsApp.  
The competition office windows were official information board for results and other information.  
Results were published online via the "Soaring Spot" and on the official board.

- 1.9 Pilot assistance  
All necessary support was given to the competitors and crew.  
Assistance was offered from the local workshop for some repairs if needed.
- 1.10 Retrieval  
When not using the own engine to get back home, some retrievals were done by road. An aero tow retrieve was available if needed.
- 1.11 Launch control for fair access and efficiency  
After some adjustments during the first days to the routines, all went well.  
There were 10-13 tugs available and usually launchings lasted 1:20 - 1:40 hr for 132 sailplanes. Club: 48 sailplanes / Standard: 47 sailplanes / 15 m: 37 sailplanes.
- 1.12 Opening and closing ceremonies including presentation of Jury and Stewards.  
A nice and visible well organized opening ceremony was held at the Ostrow city center. All the teams marched the main street to the main square. A big stage was build for the opening and one Diana Glider was on display there. After many speeches by the CD, the Mayor of Ostrow and other dignitaries, the president of the jury declared the championships open. FAI-Officials were presented during the opening ceremonies when entering the stage and later on also at first general pilots briefing.
- The closing ceremony was held at the airfield where a big stage was build. The Jury President declared the championship valid and again there were a lot of speeches by the local dignitaries. The CD presented the price giving with the FAI-medals, diplomas and cups.
- 1.13 Other social events  
The pilots and crews were offered a typical Polish evening by the organizing club.  
A well attended 'International evening' was also organized in a very nice ambiance in the briefing hangar. Teams offered some special food and drinks.
- There was a lecture of Diana 3 by Professor Krzysztof Kubrynski and two different lectures about Jonker 3 development and test flying by Uys Jonker. Sebastian Kawa also made an interesting presentation about flying in the Himalayas.
- 1.14 Total number of scheduled days and number of contest days  
In total 7 valid competition days for every class out of 14 days in total.  
Due to the meteo conditions some days were cancelled and one of these was published as an official rest day.
- 1.15 Media liaison  
There was a press officer. The competition had a lot of press coverage. Many articles were published in the newspapers in advance and during the competition. On the website / face book there was daily updates and in You Tube daily on line broadcasts during launches and arrivals with interviews. Public and Internet display of real-time aircraft positions and information  
Tracing was available via 'Soar score', and 'On glide'.  
A large TV-screen was available in the press hangar and in the restaurant tent.
- 1.17 Other organizational comment  
The knowledge of the English language - even the basis - is necessary for events on this level.

The poor or non existing knowledge caused sometimes with some officials difficulties and required always translation. In the many cases young people were there to assist and translate.

Also during OPS all instructions were given in Polish language as very few tug pilots spoke English.

## 2 RULES

### 2.1 Adequacy of Local Procedures

There was no need to change anything in the LP.

### 2.2 Addendums or changes

There were four updates of the airspace file.

After consultation with and in agreement with the Stewards it was decided to use the OGN-start time information and to skip the request to report the starting times.

### 2.3 Fair applications of Rules and Local Procedures

OK

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

It should be clearly stated what penalties are given for not using or manipulating OGN-tracking.

### 2.5 Task setting and operations

Task setting was made very carefully and was well balanced. This job was done to the best possible manner according to the weather situation.

Designated start method was used twice on the 3<sup>rd</sup> and 4<sup>th</sup> competition day. This created very big gaggles before the start and most of the pilots reported that the situation had been very unsafe.

Designated start was then not used again.

2 times an AAT (2:30/3:30 Hr and 174/543 km) and 5 times a racing tasks (231 / 505 km).

### 2.6 Scoring system (use and application)

The 1000 points system was used without troubles;

The See You software was working well and the scorers were efficient and experts with the scoring system.

The results were processed quickly and were published on the 'Soaring Spot' website and on the official notice board.

### 2.7 Protest handling and registration

Some complaints were processed, no protests were filed.

## 3 SAFETY (Comment only where appropriate)

### 3.1 General safety of the event

Overall OK.

A message box was put in the briefing hangar but it was not used. Every day feedback was given about the operations of the past day during the pilot briefings. All standard operational rules were repeated every day. Some reminders were given about the discipline

of the pilots and crew members.

A Safety Committee was established as required. The members were C-Steward/Steward, Gerard Dale (GB) Club Class, Juha Sorri (Fin) STD Class and Fernando Silva (USA) 15M Class.

- 3.2 Occurrence of incidents and/ or accidents  
During one competition day one glider's landing gear collapsed during landing - damage was repaired but one competition day was lost. Also one Club Class glider belly landed without any damage during training day.  
The grass RWY surface was suitable for the competition and it caused no damage to any of the gliders.
- 3.3 Availability of medical personnel  
Emergency services were informed about the event.  
There was a permanent helicopter rescue station at the field with doctors. Local hospital was available at short distance away.
- 3.4 Use of safety officers  
Several members of the organization team were observing the grid/launches and arrivals/landings and there was well equipped Follow Me safety car stand by during all operations.
- 3.5 Launch safety  
The grid was 10 gliders wide and tow planes operated both sides of the grid. Two marshals were running the launching operations.
- 3.6 Pilot skills relating to safety  
The CD as well as the stewards was approached by some pilots about some aggressive flying by some competitors. Files were checked and discussed with the pilots involved.
- 3.7 Suggestions for future safety enhancements <sup>[1]</sup><sub>SEP</sub>  
The use of designated start should be changed the way it would serve its purpose better. One possible way to use it could be individual self designated start where the pilot uses the event marker and starts 5-10 minutes after that.

Chief Steward

Lasse Virtanen

Seward

Bruno Ramseyer