

IGC Steward Report

16th FAI European Gliding Championships 31st July to 13th August 2011

Pociunai (Lithuania)

Contest Director: Vytas Sabesckis

Deputy

1 ORGANISATION

1.1 Overall organisation

The overall organisation was effective and friendly.

1.2 Quantity of officials

Sufficient.

1.3 Experience of officials

The CD and the Deputy CD are experienced in running and competing in international Championships. They were assisted by local officials.

1.4 Suitability of meetings and briefings

The briefings were generally short and to the point.

Several Team Captain meetings were held. At the first one, the standard procedures were explained and the local procedures were clarified. Subsequent meetings were held in order to explain corrections and changes made to task sheets. These meetings were held at the airfield in front of the grid.

1.5 Suitability of weather information

The forecasts were made by a professional meteorologist based on the information gathered from several sources. This information was presented in briefing by the deputy director to the pilots in a clear and understandable way.

1.6 Suitability of facilities

The briefings were held in a hangar. An audio system was used to ensure that everyone could hear the information.

The competition office (also known as the info office) was located in the briefing hangar. Scoring office was located in a separate building where scorers could work without any major interruptions.

Catering was organized in the main building, at the aeroclub restaurant.

The campground was located behind the hangar. Showers were located in multiple areas around the main building and the campground. A swimming pool was located

near the main building.

An area for team gazebos was reserved in front of the cafeteria to ensure a good view of the action.

A wifi network covered most of the airfield. Internet connection worked very well and we think this should be a requirement for all gliding competitions.

1.7 Transportation

The Jury and the Stewards shared a car. Transportation was organised from and to the Vilnius airport.

1.8 Information dissemination (Pronouncements, schedules and decisions)

All the official information was displayed on the official notice board located in the briefing hangar. Also, internet was used to display results. An sms was used in a few cases to inform changes to normal routines.

All versions of the results were printed and distributed to the pilots, team captains and FAI officials. This caused a paper mountain. In our opinion, it should be sufficient to display the results only on the official board and use the internet as the main source of information.

1.9 Pilot assistance

Pilots and crews could always find adequate assistance from the organizers at the competition office.

1.10 Retrieval

In general, there were no problems with retrievals. On one occasion after an unsuccessful outlanding in Poland the crew was denied the retrieval of the damaged glider by local authorities. The retrieval was successful the next day.

1.11 Launch control for fair access and efficiency

The launches were efficient. 13 to 16 tugs were used. Launching took usually about 40 minutes.

The launches were generally fair. Only on two occasions the open class was not towed in the right order.

1.12 Opening and closing ceremonies including presentation of Jury and Stewards

The opening ceremony was held at the city center. After the official opening ceremony, a local group of singers and dancers performed.

The FAI flag was flying during the ceremony and the FAI anthem played.

The prizegiving ceremony was held at the briefing hangar. All FAI protocols were followed except for the FAI flag which had mysteriously disappeared during the farewell party. For

future competitions may be two FAI flags should be handed to organizers. One to use during the competition and another to keep in a safe until the prizegiving.

The Jury and the Stewards were presented during one of the briefings.

1.13 Other social events

A very successful international evening was held. In addition to that, there was a Lithuanian evening as well as a closing party. All these were announced in the briefings.

1.14 Total number of scheduled days and number of contest days

We had nn competition days out of a possible nn.

1.15 Media liaison

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

A real time tracking was used for one class at a time. The tracking could be seen on the internet and on a gigantic display at the airfield.

1.17 Other organisational comment

The organisation was professional.

2 RULES (Comment only where appropriate)

2.1 Adequacy of Local Procedures

The local procedures were adequate and covered all eventualities.

2.2 Addendums or changes

The only change made during the competition was the clarification of the finish line coordinates

2.3 Fair applications of Rules and Local Procedures

All rules were applied fairly.

2.4 Possible improvements of Rules and/or Local Procedures

2.4.1 Annex A

The Jury and the Stewards produced a separate document of proposed Annex A changes. In addition to that document the following suggestions should be taken into consideration.

The configuration of the open class gliders should be announced before gridding to allow weighing to be correctly done. If open class gliders are allowed to change the configuration on the grid, it is practically impossible to check the weight of the glider.

The results, except for final results, should not be distributed in paper to all competitors. Only one copy in the official bulletin board and on the web is enough. The amount of paper

distributed is ridiculous.

Self launching motorgliders, taking an aerotow can get substantial benefit from running the engine after the release. Maybe a maximum altitude gain should be set.

2.4.2 Local Procedures

The Stewards felt that if a Finish ring was not going to be used then there should be four (4) finish procedures to cater for all winds.

2.5 Task setting and operations

The task setters did a good job by taking into account the complicated weather pattern during the last week of the competition. Some of the tasks were short, not giving the winners 1000 pts.

The operations were also extremely well managed. As already mentioned, the launches were also very effective.

Daily weighing

Daily weighing ran fluently every day on two scales.

Grid

The grid was organised in two blocks so that 15m and 18m classes could be launched simultaneously. Open class was located in a single block after the smaller classes. Both launches ran simultaneously with release areas on the opposite sites.

2.6 Scoring system (use and application)

The scorers used See You and the scores were accurate and published with only little delay. The results were first published to Soaring Spot and with a little delay to the official web pages.

2.7 Protest handling and registration

One protest was filed during the competition. The protest was rejected by the Jury.

3 SAFETY (Comment only where appropriate)

3.1 General safety of the event

The general safety was good. An outlanding briefing was held on the last official practice day.

The launches were safe and the finishes were also well managed. All operations were monitored from the control tower by a person capable of solving possible problems in English. During one launch the pilot lost the control of his Diana 2 glider, damaging the fuselage.

The safety committee was formed according to the rules. The following members formed the committee:

Christophe Ruche -15 m class France
Ronald Termaat -18 m class The Netherlands
Marcusz Frank – Open class Germany
Bob Bickers, Steward

3.2 Occurrence of incidents and/ or accidents

Three accidents were reported during the competition. An open class glider landed in the trees during an unsuccessful outlanding. A 15m class glider was damaged in groundloop during take off, and a another 15m glider had an outlanding accident. No one was hurt in these accidents.

3.3 Availability of medical personnel

Medical service located in the nearby town of Prienai.

3.4 Use of safety officers

No safety officer was appointed. Instead the Contest Director or his Deputy acted as safety officers.

3.5 Launch safety

On one of the contest days a Diana2 groundlooped in an early stage of the aerotow. The glider was badly damaged. This was not considered to be as a result of the towing aircraft or procedure.

3.6 Pilot skills relating to safety

No problems.

3.7 Suggestions for future safety enhancements

nil

General Recommendation

The adopted idea of having the competition held in 14 days is very good. Pilots, crew members and the organisers have to use only two weeks of their vacations. This practice should be continued and added to Annex A.

Superiority of locals on the airspace file.....

Visa-Matti Leinikki
Chief Steward

Bob Bickers
Steward