

Report of the Chief Judge

8th WORLD ADVANCED GLIDER AEROBATIC CHAMPIONSHIPS 2017 &
20th WORLD GLIDER AEROBATIC CHAMPIONSHIPS 2017
Torun, Poland
27.7.2017 – 5.8.2017



Philippe Kuchler, pik

Overview

23 pilots (20 in 2016) from 10 countries (8 in 2016) competing in Unlimited and 36 pilots (39 in 2016) from 11 countries (12 in 2016) competing in Advanced.

A new nation has joined us: Argentina. Welcome to the show!

Aircraft that could be seen flying included Swift S-1, MDM-1 Fox, SZD 59 Acro and Pilatus PC11/B4.

Website: www.wgac2017.com

The city of Torun is located about 180 km to the west north-west of the capital Warsaw. Its the same location as the 2011 and 2014 edition of the glider competitions.

The board of judges consisted of:

[BIAŁEK, Maciej	POL
[COURTOIS, Bernard	FRA
[DANIHELOVA, Zuzanna	CZE
[DOVGALENKO, Tamara	UKR
[GURÁLY, Béla	HUN
[HAU, Stef	GER
[PAKAI, Csaba	RUM
[PONIZIL, Richard	CZE

Scoring Office:

[SZCZEPANOWSKI, Paweł	POL
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Warm-up Pilot:

[KIRCHBERG, Martina	GER
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Overall Winners

Advanced:

Individual:



Gustav SALMINEN
MDM-1 Fox
Sweden

Unlimited:



Ferenc TOTH
Swift S-1
Hungary

Team:

Agata NYKAZA, Michał KLIMASZEWSKI and
Mirosław WRZEŚNIEWSKI
Poland

No valid team competition
(not enough teams)

Congratulations to the Champions!

Preface

Torun is already well known to the glider aerobatics pilots. The 2011 and 2014 editions of the 2 glider categories happened already here. So most of the location was already well known. Changes compared to the past events where a brand new additional hangar, a new judge position (replacing the beach) and for everybody's surprise a box that was aligned to the 2 big concrete runways.

The on site catering was done by the local airfield restaurant, with a separate dining room for the officials.

2 judge positions were used. One position was in walking distance to the airport buildings with open view on the box and plenty of space for the judging line. The second one, on the south side of the box, was situated next to an area used for driving school and general motorsports. This led sometimes to some noise but I felt it wasn't that bad.

The HMD measurement system used this year was again the PHMD system. See additional information regarding the red van under the heading Line judging below.

Despite the promise that the automatic camera system, also from the red van, would be available this year, it wasn't. So the filming was done again manually, the old-school way. The video was in the beginning very shaky. With a few instructions to the volunteer helpers behind the cameras, the video then was usable. Thanks to the young volunteers for handling this job.

Accommodation for the judges and jury was downtown Torun at the already well known Filmar hotel. Transportation for the officials was either by private cars or by small cars provided by the organizer.

Judges Preparation

The judges and their assistants went again through a one day preparation session. In the morning there was as usual the theoretical part which focused on general information for the judges regarding the organization of the contest, the changes in the rules for 2016, a summary of all the zeroes and a short figure refresher.

Sadly, again there was no online seminar available. So a quick on site verification of the knowledge of the judges was done.

In the afternoon practical flights were planned as usual. But due to very bad weather this part couldn't take place.

The additional hotel night for all judges and assistants was generously paid by the organizer. Many thanks to the Aeroclub Pomorski!

Competition Flights

Both classes flew 4 programmes (Free Known, Unknown 1, Free Unknown and Unknown 2). Programme 5 and 6 had to be dropped because of bad meteorological conditions at the beginning of the championships.

Flight Safety

No major incidents took place during the performance flights. So flight safety was again on a very high level.

However, because of an approach flown very low after performing his sequence a pilot has touched the line of trees before the landing runway and finally hit the ground short of the strip quite hard. The pilot was not seriously injured, but decided to skip the rest of the competition flights. The aircraft however was seriously damaged and wasn't available for further flying anymore.

The team concerned was spread to another aircraft of the same type who was generously made available to them by the German team and to another aircraft of the same team. I think this is very good sportsmanship and deserves a big thank you!

I would like to say thank you to all competitors for flying disciplined, safe and in a professional manner.

Judging Analysis

Advanced (WAGAC):

1	DANIHELOVA, Zuzana	CZE	10.98
2	HAU, Steff	GER	11.17
3	DOVGALENKO, Tamara	UKR	12.46
4	PAKAI, Csaba	RUM	12.91
5	COURTOIS, Bernard	FRA	13.23
6	GURALY, Bela	HUN	13.94
7	PONIZIL, Richard	CZE	16.58
8	BIALEK, Maciej	POL	16.61

Unlimited (WGAC):

1	GURALY, Bela	HUN	7.74
2	HAU, Steff	GER	8.3
3	COURTOIS, Bernard	FRA	12.04
4	DOVGALENKO, Tamara	UKR	12.73
5	BIALEK, Maciej	POL	13.71
6	PONIZIL, Richard	CZE	15.85
7	PAKAI, Csaba	RUM	16.02
8	DANIHELOVA, Zuzana	CZE	16.55

Zuzana and Csaba participated the first time as judges on glider aerobatics worlds judging line. Welcome guys! It's quite interesting to see that they both performed really well on the Advanced category but were slightly left behind on the Unlimited one. My main explanation for this is missing experience. There are just not enough Unlimited flights to be judged, especially for newcomers.

Line Judging or better: Electronic boundary tracking

For the first time in the history of glider aerobatics, a world championship (even 2 of them!) have been realized without human line judges. The whole box out part, was done automatically through the use of an additional function of the red van.

Every flight was tracked, actually in 3D space, by the red van on the ground. Box outs were reported after each flight with a print-out to the CJ position.

Due to a configuration problem, the back end of the box was included in the penalties during the first programme. Section 6 part 2 states that the back end of the box is not used as an "out" line and therefore no penalties should be given. This was immediately corrected and from then on the delivered values were correct. I apologize for this error. It would have been my task to re-check the configuration of the software.

Despite some transmission problems, especially in the full metal glider B-4, the outs were measured reliable and precise. In case of lost signal the whole flight was reconstructed from the onboard SD cards in the transmitters. So no data was lost.

Each pilot received for her/his performance, beside the score sheets, the print out of the flight path in and around the box shown from a top view angle.

There were no protests against the box penalties given. This clearly shows to me that we are moving in the right direction and that this service improves the quality of the judging from a competitors point of view.

A special thank you goes out to Anita who was handling the red van's equipment professionally and very cooperative. Thanks a lot Anita!

Other Issues

Main issue regarding judging are still rolling turns. The spread is huge on the line of judges. I don't want to say that one is right and the other one is wrong. But clearly, the rules as they are right now are not good enough or better very difficult to apply. Especially the remaining roll at the end of the turn is a major issue. I therefore propose that the Rules Committee should work on a new set of judging criteria for rolling turns. I look at this as a service to the pilots to improve the quality and reliability of judging.

Shortly after arriving at Torun, my assistant Georg "Schorsch" Dörder was stung by something in his left knee. This something was later identified as a tiger mosquito. This beast caused his leg to swell heavily and finally knocked him out completely as my assistant. Schorsch had to visit the local hospital and spent the rest of his days at Torun in his hotel room. Finally it was decided to bring him back to Germany by a specialized medical transport. Schorsch spent several days at the intense care section of a hospital near his home. By now he has left the hospital but has to go back for another surgery. I wish Schorsch via this report all the best and he promised to be available again next year if his health permits it.

My very special thanks goes out to Marina, Schorsch's wife. Despite having a husband unable to walk and stuck in his hotel room, she didn't leave her position as my second assistant and did a very helpful job again on the CJ position. Marina, thank you so much!

With only one assistant left I had to find a solution to bring the CJ position back to 100%. This was done by adding Thierry Fraize from France to the CJ team. Another big thank you to Thierry for jumping in on this one!

Conclusions

Again an interesting competition at Torun. A thing to remember is for sure the Contest Director: Jurek Makula. As one of the best glider aerobatics pilots in the world he changed sides and has led the competition in Torun as the Contest Director. He has put a lot of effort into making the 2017 edition a success. Whenever there was a problem, Jurek was running and provided a solution. Thank you Jurek!

Philippe Kuchler, pik
25.9.2017, Zumholz, Switzerland