
AGENDA ITEM 11.1. Report of the President of the International Jury

**4th World Advanced Glider Aerobatic Championships 2013 &
16th World Glider Aerobatic Championships 2013
Oripää, Finland
18.7.2013 – 27.7.2013**

Manfred Echter



General

If I may sum up my report in one sentence:

CIVA chose the wrong place to hold an event of this kind.

The decision in favour of Finland had been reached at Craców in 2011 primarily with the votes of Delegates who had never been involved in glider aerobatics.

Arriving early at the contest site, I was immediately approached by competitors and team officials who complained about the inadequate infrastructure and particularly the unacceptable sanitary conditions at the airfield. And indeed, apart from sufficient hangar space, there was practically none of the infrastructure previously promised to us and needed to satisfactorily conduct World Championships.

There were no buildings or tents where the teams could stay whilst on the airfield except for the dining facility, which was located in one of the hangars. When the weather turned foul, this place became cold and very uncomfortable with the wind blowing through everywhere.

There was no place for the Judges to stay either, except the mentioned dining facility. The I.J. was given the choice to work in either a small wooden hut with neither furnishing nor windows or an old caravan which apparently had not been cleaned in the last three years.



Jury Office at Oripää



The sanitary installations were neither sufficient nor clean. Initially, there were just two toilets and two showers for ca. 80 persons. Conditions, especially cleanliness, improved a little after I had urged the organisers to correct the deficiencies, but the situation remained poor till the end of the championships.

On the occasion of the opening ceremony, I pointed out the unsatisfactory situation to about every person with any influence in the Finnish Aeronautical Association and received much encouragement, but nothing really changed.

There was a sufficient number of volunteers, friendly and highly motivated, but without any experience in dealing with a World Championship. This showed for example in the way they tried to run flight operations. It took some time before they understood that it was impossible to manage this the same way as everyday club flying.

The Contest Director, Mr. Jyry Mattila, who incidentally had presented the Finnish bid to CIVA in 2011, is also the president of the local flying club which organised the event. In the beginning, he was reluctant to accept advice and had to be made aware of quite a number of errors and omissions caused by his lack of experience. When contest flying finally got underway, the Chief Judge or the Jury many times had to tell him what to do. This became particularly critical when due to the poor weather conditions, time remaining had to be used as efficiently as possible to complete the championships. On Saturday, 20 July, when flying became possible for the first time, the competitors expected that the Advanced Known should be flown first. But in the briefing before the start of flying, the Contest Director caught everybody by surprise by announcing that the Unlimited should fly first. This had not been communicated before and none of the Unlimited pilots was really prepared. One even had to be called back from the road as he was underway to Helsinki.

The contest office, on the other hand, did an outstanding job, constantly trying to solve endless problems caused by the unsatisfactory conditions at the site.

The Assistant Contest Director, Ms. Hanna Rähkä, deserves to be mentioned in particular for her untiring efforts and her humor, which she did not lose even in seemingly hopeless situations.

The Box had been laid out with one axis parallel to the main runway (32 / 14). Most of the markers were in forest in difficult terrain which could only be reached by foot. I had two flights to check placement and visibility of the markers and found that neither was satisfactory. It is not normally the task of the Jury President to go out and fix the box markers, but the organisers seemed to be unable to do so. Eventually, I saw no other way than to do it myself with the help of one of the local volunteers. It was impossible, however, in this terrain to lay out a box which fulfilled the most basic Sporting Code requirements.

Three towplanes were in operation throughout and their performance was generally satisfactory. Tow pilots, however, seemed to be lacking experience and I continuously heard complaints from competitors about tow speeds too slow or tows unable to hit the box correctly.



International Jury

The I.J. as elected by CIVA was to consist of members Madelyne Delcroix and Karl Berger and myself as President. Unfortunately, Karl Berger was unable to get on his planned flight from Austria.

CIVA President L.G. Arvidsson, who was present at Oripää, agreed to stand in as Jury Member at short notice.

Preparations

Familiarisation flights were completed in the afternoon of Wednesday, 17 July, as planned. But when the Chief Judge started his judging exercises, it became obvious that the procedures for tow takeoffs, glider landings and tow-cable dropping used by the organisers were unsafe and unsuited for an expeditious launching sequence. The organisers had ordered gliders to land off the side of the runway. The terrain there was too rough and one glider damaged its undercarriage on landing. In a remarkable display of good sportsmanship another team contributed the needed spare parts and helped repair the damage on the same day.

Following this incident, flying operations were halted until the Chief Judge, drawing on his experience, had worked out suitable procedures with the Contest Director.

The opening briefing was held as planned in the evening of 17 July. Next on the agenda was the selection of figures for the Unknown Programmes. The GASC had previously agreed to introduce a modified selection procedure in 2014. Calling on rule 1.4.1.6 of SC6, the I.J. asked the Chief Delegates to use this procedure on a trial basis for these championships. The teams agreed to use the new procedure for the Advanced Championship only. Figure selection for both categories then went smoothly and expeditiously.

Opening Ceremony

The Opening Ceremony started Thursday, 18 July, at 2000 local.

Flags of the participating nations were raised by team members and short speeches were given by the Mayor of Oripää, the Contest Director and the President of the Finnish Aeronautical Association.

The FAI anthem was played and the FAI flag raised, before CIVA President L.G. Arvidsson declared the World Championships opened.

Weather

Weather service was provided by the weather office at Tampere airport, ca. 80 km away. Time cross-sections were briefed daily and were quite reliable.

Wind measuring was done by airborne GPS. Information on upper winds was always timely and accurate.

Finland is known to be a windy place and Finnish summer weather can be quite capricious. But conditions during the ten days of these championships were unusually poor, even for Finnish standards. Five days were lost completely due to high winds and/or low clouds. On one day, a small window was used to fly the first nine competitors in Unlimited Programme 1, but when the ninth

pilot landed, it started to rain again. On Wednesday, 24 July, conditions improved somewhat, wind speeds decreasing and the situation becoming generally more stable. But there were still frequent interruptions with low clouds in the Box.

Competition Flying

Despite marginal weather, competition flights could be conducted without incident and without resorting to sequence splitting or cutting of figures. It was extremely unfavourable, though, that except one, all programmes had to be interrupted due to weather or time constraints. Thus, competitors were forced to fly under highly variable conditions in the same programme.

Eventually, the minimum of three Programmes could be completed in both categories. This required, however, to call briefings as early as 0500 on three days and 0630 on the last day.

Judging

Chief Judge, Philippe "Pik" K uchler, again did an outstanding job leading the panel of International Judges and the quality of judging was excellent considering the adverse conditions the judges had to work in.

There were only two judging positions available: North-West and South-West. We would have also needed a South-East position to be used from morning to early afternoon. But due to dense forest, it was impossible to place the judges there. So, during much of the forenoon the judges were looking more or less directly into the sun.

When the weather finally improved and time became critical, the judges worked up to 17 hours per day. Only thanks to the judges' willingness to work such long hours, it was possible to complete the championships.

Two Boundary Judges were employed as prescribed by SC6, Part 2. The Swiss aiming devices were used and I checked the location and alignment of the aiming equipment myself. Boundary judging was generally satisfactory, although the visibility from one position was marginal due to trees.

Height Measuring

Like in the previous two years, the Polish PHMD was used and functioned reliably. Most of the time, there were only three onboard devices available. The need to transfer these between gliders before the next takeoff considerably hampered a rapid succession of flights when it was most needed. For World Championships a minimum of five onboard devices (four in use and one spare) must be available.

Due to the difficult terrain and high trees under the box, we decided to raise the minimum heights by 50 m. Penalty height becoming 250 m and disqualification height 150 m. One Advanced pilot was disqualified for flying below 150 m in his Known sequence.

On the other hand, a number of competitors voiced concern over the fact, that the HMD system was always in the custody of the Polish team. In my opinion the credibility of our judging is damaged



when this system, the outputs of which may be decisive for the results of a World Championship, is controlled and operated by persons associated to one of the competing teams.

CIVA is requested to approve rules which give HMD operators a status similar to International Judges. An urgent proposal on this matter follows.

Results

Official final results for both championships were published on 27 July, 1315 local time, after the protest period had expired.

Overall Unlimited World Champion 2013 is Vladimir Ilinskiy of Russia.

Overall Advanced World Champion 2013 is Johan Gustafsson of Sweden.

Protests

There were no protests. Two written complaints both dealing with use of the HMD were answered and the complaining competitors were satisfied.

Closing Ceremony

The closing ceremony started at 2000 local on 27 July.

Price giving was conducted by the Contest Director assisted by Ms. Rähä. Medals were presented by leading persons of the Finnish Aeronautical Association and members of the International Jury. Only the first three winners each were called on the stage. FAI Diplomas for the fourth through sixth places were not presented at the ceremony.

The Overall Unlimited World Champion received a watch from main sponsor Breitling. Other prizes were glass vases.

The 16th WGAC and 4th WAGAC were declared closed, the FAI anthem was played and the FAI flag lowered.

Summary

These World Championships were held under marginal conditions as far as local conditions and weather were concerned.

With considerable luck and an extraordinary effort by the International Judges, the World Championships in both categories could be completed, albeit with the minimum number of programmes.

Manfred Echter

President, International Jury

AGENDA ITEM 11.2. Report of the Contest Director

**4th World Advanced Glider Aerobatic Championships 2013 &
16th World Glider Aerobatic Championships 2013
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18.7.2013 – 27.7.2013**

Jyri Mattila



This Contest Director report is focused on all phases of WGAC&WAGAC 2013 organization and specifically on issues we faced.

General

CIVA as organizer's supervisor should provide more help during all stages of the Championships. It would be very helpful if CIVA published a handbook of how to organize Championships. This would help in standardization and the organizer would be able to avoid quick changes in a short time which would help to keep the costs on budget. This same need has been faced also before. Last time one year ago.

HMD was used. It was supposed to be free for organizer but because it was not free, the costs were paid by the organization and were not included into participation fees. Most of the time there were four working devices. During few moments when there were only three working devices some delays were faced.

Bulletins

Organizer's goal was to issue as little bulletins as possible. Organization published only one bulletin where all needed information was included. The bulletin seemed to be very informative because only few questions appeared to organization.

Training flights

Training flights were possible starting from 6 days before contest and familiarization flights 4 days before contest. It was necessary to follow a priority list strictly only on the last day due to the opening briefing which was held on the evening. One close call event occurred during familiarization flights when a flight control system of one of the competitor's plane had a malfunction. Pilot already called that he will jump and use a parachute. Rescue mission was already executed when pilot changed the plan and landed safely. Helicopters turned back to base. Ambulance, fire department and police checked that everything was safe again.

Event

The two championships were held together in order to make it easier to finance the event. The two classes could share aircrafts, and thus competitors could also save some in the costs.

4th World Advanced Glider Aerobatic Championships



- 40 pilots
- 11 countries

16th World Glider Aerobatic Championships

- 19 pilots
- 7 countries

International Jury

President: Manfred Echter Members: LG Arvidsson, Madelyne Delcroix. If Jury found something which could have been done better it was dealt immediately.

Judging Line

Philippe K uchler acted as a chief judge. Because we had only few flying days judges didn't have as many working hours during the contest as usually. Those flying days were long from sunrise to sunset. And summer time in Finland it means long days. Thank you for judges for a good job.

Scoring Team

Scoring team was lead by Kimmo Virtanen. Kimmo is a judge, and knows from his own experience what really matters in the judging line. He was all the time one step ahead of everyone.

ACRO system was used to produce flying orders and contest results in a format that could be uploaded to the CIVA Results website efficiently.

Results were fed during the flights, and preliminary results were published in less than 2 hours after the last flight of the class. No errors were found in any of the scores, and the process was very smooth and efficient.

Flight Director, Towing and Ground Crew

Juha Turppo acted as a flight director. The main goals were flight safety, ground safety and to produce maximum number of flights per hour. All goals were achieved by good co-operation between ground crew and tow pilots.

Airspace around Orip   airfield was designated as a temporary danger (D)-area in aviation bulletins. The aim of D-area was to avoid any other air traffic except competing gliders to fly in the box or in the vicinity. This worked well.

Towing of gliders was done by three Finnish desined and built tow planes which had the same performance. One towing took approximately 12 minutes to height of 1200 meters. The judges were able to have a glider in the box in seven minute intervals i.e. 8,5 gliders per hour on average. All the tow planes were equipped with GPS-devices and the box was created by waypoints. Active route went through the center of the box. Tow pilots were able to follow the active route to the box.

Weather Information

Wheather forecast made by Finnish Meteorologigal institute were so exellent that off-duty hours spend on airfield and stanby hours were minimized. Meteorologi were on duty 24/7 and we were



able to use every hour for flying when weather was suitable. Excellent forecast was also a key element to minimize postpones and made it easy to cancel hole day in the morning without a risk of making wrong decisions. Official wind measurements were made by flying a tow plane in 4 directions, and measuring the ground speed using GPS at two altitudes (700m and 1200m AGL). Also new small ballon equipment with gps was tested and the accuracy was good.

Contest Administration

The contest was run by volunteers. There were five key teams to ensure the smooth operation:

- Office team
- Scoring team
- Towing
- Ground crew
- Catering

Each team had an experienced leader who was responsible for running the team, and assigning tasks to each team member. Contest Office was full of knowledge and beauty. It was open the hole day and on late evenings and nights from call it was opened in five minutes.

Web

The web site was made and updated by Markus Hatakka, Public Information Website:

<http://www.wgac2013.fi/>

Accommodation

We had plenty of hangar room and we were able to get all planes inside. For the jury and judges there were three different types of accommodation offered. They preferred luxury villas. For competitors there was offered accommodation from small cabins (from 15 €/night) to luxury hotels and villas.

Airshow

Before Closing Ceromony volunteers organized a very nice aerobatic airshow.

Breitling

Breitling was the sponsor of WGAC for the first time. They were very thankful for the whole coverage they get with the sponsorship. We offered them Report of the Breitling and FAI visibility. They thought it was excellent.

Thanks

We managed to keep the cost for competitors (fees, tow tickets, meals) in same level or even cheaper than they have been before in other competitions. To be able to offer this a lot of work was needed from the volunteers who made a great job with 18 hours working days. I want to thank all these volunteers who made a great job. They were friendly and helpful staff who gave their best to please all the people.



First of all, a big thank you goes out to all the pilots. Thanks for letting us have a safe and flawless championship. Sportsmanship was very good. Thank you Manfred Echter and Philippe K uchler for cooperation.

To serve as a Contest Director was a pleasure for me and I am proud of the contest and the results that we produced. Thanks to all unnamed who helped me to bring this Event to a successful close. Special thanks go to the deputy contest director Hanna R ih  for being my left and right hand.

AGENDA ITEM 11.3. Report of the Chief Judge

**4th World Advanced Glider Aerobatic Championships 2013 &
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Oripää, Finland
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Philippe Kuchler, pik



Overview

Again, as for the last years, the 2013 glider championships edition had the format of a combined event of Unlimited and Advanced glider aerobatics classes. With 19 pilots from 7 countries competing in Unlimited and 40 pilots from 12 countries competing in Advanced. This is a decrease of 8 pilots flying in Unlimited compared to last year...

Aircraft that could be seen flying included Swift S-1, MDM-1 Fox, MDM-1 Solo Fox, SZD 59 Acro. Mü-28. And again, a Salto competed in Advanced.

Website: www.wgac2013.fi

Oripää is located about 50 km to the north-east of Turku, in the south-western part of Finland. The judges gave 17130 marks, of which 172 were Perception Zeroes and 330 were Hard Zeroes, for a total of 147 competition flights.

The board of judges consisted of:

- ALLERHED, Lars-Ake SWE
- BARTHOLDI, Timo FIN
- BIALEK, Maciej POL
- COURTOIS, Bernard FRA
- DOVGALENKO, Tamara UKR
- HAU, Stephan GER
- KAFTAN, David CZE
- KANAO, Miyako JPN
- LOUVEL, Remy FRA
- TALABOS, Gabor sen. HUN

Scoring Office:

- VIRTANEN, Kimmo FIN

Preface

This was for sure the most difficult competition I have ever been on: With an airfield that is, compared to Swiss relations, huge but proved very difficult to have safe and fluent flying operations. A menu that was for two weeks, let's say, monotonously: potatoes. Not only for supper but also for dinner. Towing pilots which got payed for flying and tried to apply club operations for an aerobatic championship. A contest director who gave a civil event a military touch: Five, four three, two, one...

A box hardly visible due to the local natives: trees. Not to speak about national legislation which prohibited us from drinking alcohol outside a prescribed area: the restaurant. And not to forget about a location with weather unsuitable for this kind of sport, at least during the official dates. A thing to remember, but not in a positive manner, I'm afraid.

Judges Preparation

This year's theoretical part focused on a summary of all the zeroes possible nowadays. I also tried to highlight some of the lesser known facts from the rule book. In addition I included directional issues on the y-axis. The theoretical part was followed by going through the questions of the first online judges study course. The response on the online format was absolutely positive and CIVA should continue to develop this format.

The practical part of the seminar was held in the afternoon with a total of six flights consisting of Known's and Free's of Unlimited and Advanced classes. The pilots flying were competition pilots who announced themselves deliberately to participate and fly for the judges. Thanks to all of them for helping again. I really appreciate this.

Training Flights

The problems with the towing aircraft operations and the box in general surfaced already during the training days. I was personally approached by pilots from Advanced and Unlimited classes who complained about the visibility of the box markings. This problem was later solved, as good as it was possible, thanks to the personal engagement of the president of the international jury and local volunteers. Yes, they went out to the woods with a chain saw...

However, the problems with the towing aircraft operations and the landing procedures for the competition gliders on that huge airfield were a little bit harder to solve. After complaints by pilots and a broken gear on a Swift, I had to intervene on behalf of safety. Flying operations were halted by me until safe procedures were established. To mention just the most important problems: Landing towing aircrafts had priority about landing gliders, landing for gliders was outside the runway in the "green" or better "brown", rope dropping was opposite to the grid in a distance of less than 10 meters in some cases.

After about 3 hours of difficult discussions, completely different procedures have been worked out. I was part of this discussions and found it very disturbing, that the organizer has at first blocked my proposals due to financial factors. This was the moment when I got aware of the fact that towing pilots are paid for flying at the competition. I have never ever heard of something like this.

To mention something positive: One of the competitors had a disconnected aileron and he only discovered it during the first figures of his training flight. For a few minutes the mood was very bad on the airfield as it looked like the aircraft needs to be abandoned. However, the pilot managed to

land the aircraft safely despite having periodically a fluttering aileron. He did very well and I was and I still am very proud of him. Well done!



Contest Flights

After the judges preparation day on Wednesday the 17th of July, the competition started on Thursday the 18th.

The board of judges had the choice of only 2 positions. This made it very hard for the judges during morning hours because they had to look straight into the sun. Turning the box by 90 degrees was impossible due to wind direction and speed. For me as the CJ it was very difficult to get the very right moment to turn around. I always had to ask for wind information myself. No automatic information flow from the organizer to the judging position.

Line judges were used at the usual 2 front corners equipped with the already well known special Swiss aims. I would like to take the chance and say thoroughly thank you to the Line Judges. One of them, John Popeeka, came from the UK to sit all day out in the woods or in the bright sun. Thanks John!

The official video was used several times to verify hard zeroes given. This was normally done in the briefing room which was the only location where judges could sit and talk quietly. However, there was even a screen available at the judging line. It was mainly used to verify the outputs of the PHMD regarding low beeps. Video was luckily done by a competition proofed volunteer. Many thanks to Honsa "Crashman" Machula for his excellent service.

Flight Safety

Despite having me as the CJ interrupting a flight with the "break-break" call I can say again that during competition flights safety wasn't an issue. A warm thank you to all pilots for flying safely and for showing good sportsmanship.

Only one LO-LO and therefore a disqualification had to be given during the competition. This happened in Advanced class during the Known programme.

Summary

Maybe my expectations were too high and therefore the outcome was not satisfying for me. True. However I kindly want to point out some details.

First and most important: CIVA should take action to avoid a situation as we had it this year in Finland. Many of the experienced shortages and problems could have been corrected with some kind of "inspection". May it be regarding team tents on the airfield, may it be regarding accommodation in general, may it be regarding the box and judge positions or may it be regarding general operations on the ground or in the air. An organizer and the contest airfield should be checked in advance and necessary measurements should be taken before the competitors arrive on the site and await a fluent and safely running competition. My main concern here is that CIVA loses faith and trust from the pilots for which we do the competitions at the end of the day.

Second and it goes with the above: Advisors are there to help the organizer and should therefore be in close touch with the organizing body. If the Advisor is unable to get satisfactory involvement into



what is going on, then an alarm bell should ring that there is something going wrong. CIVA should get this information ASAP so that necessary action can be taken.

And third: I refused to do the price giving ceremony this year. For the first time ever! The reason for this was, that I couldn't stand behind the competition any more. To many things went wrong and I'm sorry to say that I heard of pilots who are thinking about going back home, even before the competition started. This made me very sad and we definitely need to understand that the pilots are the customers and have to be served in an appropriate manner.

Enough critique. I don't want to miss to send some thanks out the people who tried to make the best out of it:

Of course my thanks go out again to Schorsch Doerder and his wife Marina. What would the CJ team be without you... Thank you!

To the judges: Guys, I'm really proud of you. Looking straight into the sun for hours, having supper and dinner based on potatoes and get up at 5 is not what it should be. Nonetheless you all did a wonderful job. Please don't get scared by this experience. It will be better again.

My biggest thank you goes out to a single person: Hanna Räihä. What would have happened without you and your absolutely unbelievable devotion to all this. You did the job under very difficult circumstances and with a lot of pressure against you. You made it happen! Thank you so much.

Philippe Küchler 19.9.2013
Payerne, Switzerland