

16th FAI World Glider Aerobatic Championships
4th FAI World Advanced Glider Aerobatic Championships
Oripää, Finland, July 17th- 27th 2013



Agenda Item 8.0a - Report of the Contest Director

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

General

Despite the bad weather we faced in Oripää, the competition was managed to pull through and bring to closing ceremonies. The draft of Contest organizers handbook is a good tool for organizing a World Championships and an updated version is essential for organizers. With the handbook, the organizer does not need to invent the wheel once again. Almost all the required information is found in one book.

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

The opening and closing ceremonies were held at the airfield followed by a dinner. During the competition was held a get-together at the nearby lake with food and drinks, and a possibility to swim and go to sauna.

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 Küchler acted as a chief judge. Because of weather we had only few flying days. Those flying days were long from sunrise to sunset. And summer time in Finland it means long days. Thank you 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 the entire 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 input 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 Oripää 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 designed and built tow planes which had the same performance. One towing took approximately 12 minutes to height of 1200 meters. 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.

Weather Information

Weather forecast made by Finnish Meteorological institute was so excellent that off-duty hours spend on airfield and standby hours were minimized. Meteorologists 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 whole 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 balloon 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 whole 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 the luxury villas. For competitors there was offered accommodation from small cabins (from 15 €/night) to luxury hotels and villas.

Airshow

Before Closing Ceremony 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 co-operation.

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 a for being my left and right hand.



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