



CIVA Plenary 2014 Wroclaw - Poland

Agenda Item 8.1a

Report of International Jury President of the 17th FAI WGAC and 5th FAI WAGAC

**July 22th to August 2nd 2014
Madelyne Delcroix**

PREPARATION:

During Plenary 2014 in November 2014 the organisation of the WGAC/WAGAC 2014 had been given to Olesnica Poland. In December the place of the event was changed by the NAC of Poland and the WGAC/WAGAC are announced to be in Torun.

Bulletin n° 1 was posted mid-february 2014

Bulletin n° 2 was posted on

Deadline were set on March 31st for Preliminary entries and on May 30 for Final Entries with payment of the entry fees.

After one or two hick-ups in communication the cooperation between the Organisers and the Official ran smoothly.

LOCATION

Torun already hosted WGAC/WAGAC in 2011, the place is suitable for aerobatics, the whole box and judges places being inside the airfield.

The accommodation was in hotels downtown (15 min. drive) and facilities were provided on the airfield for camping.

All the CIVA official were in a ***hotel, transportation from and to the hotels being organized by a small bus driven by Pik. A car was at the disposal of the International Jury

Problems which occurred and how it was solved

During the Polish National they had 2 sides of the box blankets being stolen, so they replaced them with heavy rubber plates.

Some of the material requested already during my LO were provided with a small delay at the beginning of the championship, but we had it. The the organisers had lots of good will but a noticeable lack of volunteers. .

OFFICIALS AND ORGANISATORS

Organisers:

Contest Director :Pavol Kafka
Assistant: Janusz Osolek
Flight Director: Tomasz Dunajski
Scoring office: Pawel Szczepanowski

Most of the organizers and officials were experienced people, they all deserve our thanks, without them the WGAC/WAGAC wouldn't be as successful.

Officials:

International Jury: President: Madelyne Delcroix
Members: Marta Nowicka and Karl Berger

Board of Judges: Chief Judge: Philippe K uchler
Judges: see Chief Judge's report

Contest Director: Pavol Kavka

Scoring officer: Pawel Szczepanowski

Again an experienced and effective staff. It as a real please for me to work with them.

PARTICIPATION

Unlimited

Countries: Austria (2), Czech Republic (4), France (2), Germany(5), Italy (3), Japan (1), Poland(6), Russia (2), USA (2).

Participants: 32 which is an encouraging rising number after 2-3 years of decline.

Advanced

Countries: Austria (1) Czech Republic (6), France (5), Germany (5), Italy (4), Japan (1), Poland (6), Romania (2), Switzerland (3).

Participants: 36, noticeably less than the usual numbers of those last years

OPERATIONS

The Box

The box position was the same as in 2011, during the National Polish Glider Championship 2 sides of the box had been stolen, so the "sheets" have been replaced by heavy rubber plate so some marks didn't had the proper width; some pilots mentioned it, but accepted it.

The Start-line

The start line was simple, all the necessary material was provided. We can only regret that there was no water provided to the competitors

The Judges' positions

There was 3 judges's position S-E-W, the main one was called "the beach" because of the sandy soil.

Communications

The officials (judges and jury) were provided with telephones and the SMS system was working fine, with sometimes a little delay as they were able to send them only in batches of 20 numbers.

There was some difficulties to find a "free" safety frequency as the one foreseen had a lots of talking preventing to have a good contact with the CJ. At the 3rd attempt a quiet frequency has been found.

Competition and Flight operation

It was always a minimum of 2 tow planes and 1 standby; it is to notice that the use of the Extra 300 didn't speed up the launches as there were problems to synchronise the launches and that after 5 tows the Extra had to refuel. So after several days it was decided to use the Extra only when another tow plane was refueling.

Unfortunately the beginning of the flight where always slow and nearly everyday we lost 30 minutes. Once the "train" was launched the rhythm of take-off improved a lot during the day. But again with delays when flying had to be stop for a longer time.

In each championship 3 programmes have been completed which is the minimum to have a valid championship. The CD wanted to have the UNL pilots only flying but ADV pilots wanted also to fly 2 team managers proposed to have 50% of each championship flying which I found quite a good idea. I recommended to the CD to accept the proposal also because the paperwork was ready for ADV and not even began to be prepared for UNL. The ADV team accepted it, the UNL asked to take the decision later and when there was the "pragmatic" deadline, the Team managers (even those who proposed to have a cut in each championship) wanted everybody to fly.

The managers of unlimited said they do not want to change as lots of time had been lost at the beginning of the championship with the decision taken on Friday noon to cancel the Friday afternoon and Saturday all day and proposed to go and see the training of the Red Bull Air Race in Gdynia. But at that time nobody protested at least openly, a team sent a mail to the President of CIVA with met charts attached and copying me only 2 days later... 3/4 of the pilots and judges went to Gdynia. The CD and myself have stayed at the airfield. Nobody will know if we could have fly or not as we didn't had wind measurement at 700 and 1200 m.

For the last day the time was short to have both championship and the Contest Director announced at the briefing to have only the Unlimited championship to fly all; Advanced pilot were not happy and a team proposed to have both championship to fly 50/50. I recommended to the Contest Director to go for this

WGAC/WAGAC 2014 - Report of the President of the International Jury

solution as both championship are equal and should be treated equally and more the paperwork for ADV was ready and not for UNL where the International Jury just finished to check the legality of the Free Unknown programmes. There was a vote for ADV and UNL separately, ADV accepted immediately with a 3/4 majority (2/3 was needed) and UNL postponed their decision according to the development of the weather situation. Later when it was the practical limit to decide the 2/3 majority was not reached among the UNL teams (the team who made the proposal to have both UNL and ADV flying with a cut voted against - I didn't understand).

I am convinced that the more a championship has task completed, the higher is the recognition of the champion.

Weather

A team of 2 meteorologists provided us with daily information on the general situation and hourly information on wind measurement. Some of the measurements were quite erratic because of some thermals so an aircraft was sent to have a GPS measurement as according to the rules. The difference between the 2 methods were amazing it could drop from 12m. to 6-7 meters.

Boundary judges

The 4 places of the boundary judges were correctly settled after some corrections. A special thank to Karl Berger who took the problem in charge and solved it without counting his walks in the bushes.

The judges were checked everyday, but nevertheless we had serious doubt on some of their results. For instance a pilot was reported to have been 27 sec. out nearly over the buildings which were way out of the box: according part 2 is 54 penalty points, no penalty was given to the peculiar pilot. The question of non qualified line judges to deterring the ranking is again arisen. I would strongly recommend to consider the coming proposal from the Polish NAC to use the PHMD also for boundary on a test basis at the next WGAC/WAGAC in Czech Republic next year

Scoring office

The scoring office was run by Pawel Szczepanowski, who is experienced in running the scoring office in already several championships. Unfortunately he had no assistant and had to run 2 championships in parallel, with some punctual help for preparing the papers, paper that he usually had to prepare alone.

Technical incidents

The technical commission had to deal with 3 incidents

Jason Stefen flying on the SoloFox had the undercarriage which came out during flight. It was due to an abnormal wear fro the undercarriage rigging which was replaced 3 weeks earlier.

He was granted a reflly

The spring of the right pedal of a polish Swift broke the 2 pilots using this gliger were pushed to the end until the repair was done with the "threat" of having to change for another swift

Protest

There was a protest from 2 czech advanced pilots against 300 penalty points given by the CD for "failure to appear" at the beginning of the Free Programme (Advanced). The beginning of Free programme Advanced was planned to begin after 20 min. break for the judges and one hour lunch break was announced by sms after n°10. When the Free was due to begin n°1 and 2 were missing. The CJ decided to wait 15 minutes and if there were not there to take the lunch break earlier.

CEREMONIES

Opening ceremony

The Opening Ceremony was in the "Artus House" an ancient building on the Market place of the old town. CIVA President attended the Ceremony and reserved a surprise: the awarding of the Silver and Bronze medals of the AWAC 1997 in Laurence, Texas, which had never been presented. Ryszard Kasperek (POL) was there to received the Silver medal of his son who left us prematurely and the Bronze medal to Georgyi Kaminski (RUS)

The championships are dedicated to the memory of Ludwig Fuss, 1st ever Gold medal in Glider Aerobatics in 1985 in Mauterndorf (AUT) and who left us in January.

Award and closing ceremony

The award and closing gala dinner were at the same places than in 2011.

An error had occurred in the team placing which was overviewed by the Contest Director, the International Jury and the Chief Judge. Before the problem could be dealt with, the Czech ADV Team who received the Team Bronze medal instead of the German ADV team had given the

JURY PRESIDENT'S PROPOSALS

A. - 1.3.1.4 change 3 for 4 programmes and add one day more for the limit of the championship.

Rationale: for the moment the World champions can be set with an average of 27 figures flown. If there is real and lasting bad weather the last programme can always be cut.

B. - 2.1.5.4 Delete the whole paragraph

2.2.2. Delete all the paragraphs

ADD to 2.2.3.1: *He is a part of the judging team and treated accordingly. He cannot be nominated by the organizers. He must be thoroughly introduce on the system.*

If there is no electronic tracking system there will be no boundary judge"

3.1.2.2. Change Boundary judges by Electronic Tracking System

WGAC/WAGAC 2014 - Report of the President of the International Jury

Rationale: *the boundary judges can decide who will be the world champion they are more powerful than a FAI International judge although they have no qualification.*

C - 5.2.5.a) change 300 by between 100 and 300 points at the discretion of the International Jury.

Rationale: *The situation is not the same if there is a deliberate "failure to appear" to delay the championship or simple negligence.*

D . - Removal of all reference to "anonymity", publication of starting lists and so on... with modern technology cellphone sms and internet it had no more sense; you can visit the Facebook pages of the competitors to have all the information and there is no way of checking it if we forbid the competitors to do it. On the other hand it is more interesting.

E. - Choice of figures for the unknown programmes.

4.3.4.1. Add at the end of the paragraph: for the last round of choice Team of 3 pilots of more shall have priority.

4.3.4.2.d) add at the end of the paragraph "However for the 3rd and 4th round of choice a basic figure can be chosen a second time; this second basic figure cannot be used in the same proposal of sequence."

Rationale: *For the choice during the 3rd round we lose lots of time because many proposals are repetition of basic figures proposed in the 1st and second round*

CONCLUSION

The hospitality was great as usual in Poland, the organizers had learned from their previous mistakes, but unfortunately they have neglected some other points; with much more helpers it could have been a great championship.

The organizers must keep in mind that the pilots are in championships to fly as much as possible.

The anonymity of the pilots in regard of the judges is a joke with modern technology; it is impossible to thoroughly check if it is kept and puts an unnecessary burden on the organizers.

I thank here Marta Nowicka who made an excellent job although it was her first time on the Jury, she learned very quickly and Karl Berger whose long experience was of great help too. And at last CIVA who trusted me for this job.

ANNEXE:

Overall results UNL and ADV, for detailed results see civa-results.com