



**Agenda Item 8.1b**  
**17<sup>th</sup> FAI World Glider Aerobatic Championships**  
**5<sup>th</sup> FAI World Advanced Glider Aerobatic Championships**  
**22nd July – 2nd August 2014**  
**TORUŃ, POLAND**

CIVA Delegates agreed during the Meeting in 2013 to organize WGAC2014 and WAGAC 2014 in Poland. The airport Olešnica was submitted near Wrocław (in southwest part of Poland). During the 2013 season delegates from Olešnica visited aerobatic events. They familiarized themselves with the aerobatic surroundings. The information on the site was based on the introduction of large airport with long and wide concrete runway and enough free area around the runway. What was against? Infrastructure, there was practically nothing, only promises that everything will be ready before the event. Polish aerobatic pilots had carefully watched realization of plans and promises and in time decided to change the location. So WGAC2014 and WAGAC 2014 were moved to Toruń.

Aeroclub Toruń has a good reputation. The site is well equipped with a good infrastructure, capability and capacity. Area for public is large and suitable for spectaculars. Both of hangars are maybe not able to take so huge number of gliders, but majority of them were put in. Manpower is at the excellent level. Aeroclub Toruń had organized many FAI competitions in other kinds of aviation sports and glider aerobatic as well. Staff at the aeroclub with rich experiences was able to accept so competition as this was.

There were few discussions before the Championship how, where and when to manage everything needed. The Director of the aeroclub was appointed as an Assistant of CD as the most experienced person. It ensured smooth and easy solving of problems rising during the beginning contest. The idea was perfect but had one small imperfection. Director had all his duties on his head. He was very often busy with other works and also had to leave travel to the city to manage some things personally. So there was many times no CD assistant.

Staff at the aeroclub was checked during Polish nationals just before FAI contest. So FAI Event could be a perfect performance, because everybody knew his or her duties and had good skill. But after nationals many helpers went out and new faces came. Not everybody was fully experienced and knew his or her duties.

First steps in the competition are always hard. Fortunately the start on 22<sup>nd</sup> of July was represented by determination of errors and possible mistakes. The effort was to mark exactly position of Line Judges. It was done before but there was no responsible person knowing that. Then, later, everything was done. Problem occurred also with number of PHMD, length of towing ropes (shorten than requested). Tent on the Judging position was broken. Missing tables to Judging tent, Assistants of CJ asked for form B and C and so on. For the beginning it was pretty much after good running nationals.

On 23<sup>rd</sup> July there was a beautiful Opening Ceremony in the City.

The daily briefings started at 8:00 every morning in the big tent, used for refreshment and parties in the evenings. All necessary information was announced and space for IJ, CJ and pilots question and info were arranged. Every briefing started with yesterday's flying remarks and ended with question about clarity of procedures and the opportunity was given also for questions from participants. In case of west or east wind the south position of Judges had not to be changed during lunch break because of the sun. Judges used only three positions during the Contest. Everyday flights had 90 minute break for lunch. Judges had regular break after every two hour block of flights.

Unstable meteorological conditions were characteristic for this summer season. Some days were chances to fly competition flights very limited. Even there was professional meteorological officer from Polish IMGW - Meteorological Institute from Warsaw WAGAC and WGAC always pull the shorter end. The basic tasks for meteorological officer were to describe weather during the Briefing for current day and to show forecast for next day, observe weather during the day visually and on radar and satellite web pages and warn participants against heavy rain, thunderstorms, hails and strong winds and finally to measure wind in the Performance Zone for pilots. Everyone was very hard task.

The requirement was to warn participants at least 30 minutes before significant met conditions, because that was that time pilots with gliders needed to come to hangar from the other side of the airport. Some days there were TC clouds and their development was so quick that they developed from small clouds very fast and in 30 minutes stayed in front of the airport. Quick development of clouds, than quick disintegration or thunderstorm. In one afternoon the airport was hit by small hails without warning. Participants also gave their advices like believe me weather will be good or bad, but official metman as meteorological officer was called was fully responsible for meteorological issues. For example parts of some days were announced non flyable due to rain or wind out of limits. SMS were sent for all participants. One complete day was cancelled at all, as metman after long observing and calling also colleges from meteorological institute said that there was no chance to fly competition. For that day there was plan B for "rainy day". Kopernik Museum, fortification on the outskirts of Toruń or Red Bull Race. By majority who were interested in trip the destination Race than won. Sometimes it is complicated to change official wind, than grid and Judging Position. If only few minutes remain it is better to have for example lunch. Also one of very hard tasks was to say to the kitchen, when they had to be ready with lunch. Obviously it was said that by the weather, but they could not accept to play this game.

Transportation, facilities and refreshment was arranged for Board of Judges guided by Philippe Kűchler. Judges did the great job during the rainy and sunny days, they evaluated hundred of flights at the place named beach, because of surface sand mine. That was an excellent performance. Unfortunately Judges had to come earlier in the morning without having breakfast to the airport last day as the weather could be suitable for flying. Chief Judge was not so happy and asked Judges whether they would like to judge without morning coffee. They agreed, anyway they had coffee but no weather condition to fly.

The day before the last day Championship was valid but there was still time to fly next programme. It was officially announced during the briefing the day before, that only UNL pilots will fly next programme. There was also a suggestion to fly 50% of ADV pilots. After operative discussion with President of IJ the decision of CD was changed and all other info was announced and marked as CD decision recommended by IJ. Circumstances caught another direction. What was previously approved that was later denied even by that team manager who suggested that motion. President of IJ gathered team managers on the grid and there was a voting. Who wanted to fly from UNL? It was very clear that team manager of current winner in UNL denied to fly. All others were in favour. He was angry with them and Jury that they over rolled him. Team manager of current winner tried to explain that reserve day is only for case when Championship is not valid, otherwise we do not need to fly next programme.

There were long discussions in the International Jury Office. Madelyn Delcroix as the President and Jury members: Karl Berger and Marta Novicka were always ready to do their job, to supervise the running of the Contest. There were a lot of questions and answers. What was strange, that sometimes Jury organized meeting of Team Managers instead of CD. It was in good faith to help running of the Contest but not everything was successful. Main task for Jury is to control and supervise running of the Contest and not to organise. CD is responsible but only for his activity and decisions. Anyway Jury did an excellent hard job sometimes more than it is prescribed in Rules.

Many times too much problems rised and some of them were shifted for later time and to make a priorities and think of consequences. There was the obligation to start always from the opposite end and to countdown backward. Sometime people did not know to solve some tasks. Problem like for example next tank with helium for metman to fill the balloon. At the airport were many of the tanks in store and repair shop but the technician with keys was in the city and he has keys on him. To go there behind him or back took 20 minutes.

Flight director, located close to the take off position of the runway in use, organized movement of gliders and planes on the ground and towing planes in the air. he did a great job. Not everybody was satisfied with his orders and system of control. There was a misunderstanding on the grid between him and Czech Team Manager what was also discussed in Jury Office. No serious accident had occurred.

Unfortunately two pilots were not able to appear at their time and were not ready to fly. I was obliged to give warning and 300 penalty points in accordance to Sporting Code, Section 6 Part 2 - Glider Aircraft, 5.2.5. Failure to Appear

a) In the case of the failure of the participant to appear at the designated take-off time, the pilot can be changed to the end of the current programme in the Known Compulsory and the Free Programmes, however they will receive a warning and 300 penalty points for that flight. If the same pilot fails to appear again, they will not be allowed to start in that programme.

It would be unfair to other competitors to oversee that act even there was no aim from two Advanced pilots. Team Manager brought the protest without previous explanation of what happened even he was announced about what is going on in written form before official penalisation.

From 32 pilots:

Unlimited World Champion is        Maciel Pospieszyński        POL

From 36 pilots

Advanced World Champion is        Roman Vienne        FRA

Congratulations!

All results are : [www.civa-results.com](http://www.civa-results.com)

WAGAC2014 and WAGC2014 fulfill the main goals for FAI and CIVA and wrote to history an accident free valid contest. All expectations have been met completely.

I thank a lot all involved, unnamed helpers and staff at the airport for the hard work and cooperation. It was hard but a pleasure to direct and work with them.

It has been an honour for me to serve CIVA as the contest director for this Event.

Thanks for trust.

Palo Kavka

Contest Director

WAGAC2014 and WAGC2014