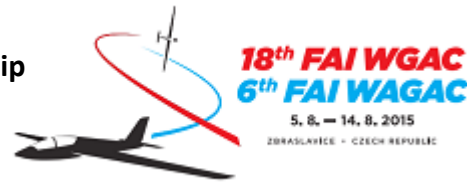


**18<sup>th</sup> FAI World Glider Aerobatic Championships**  
**6<sup>th</sup> FAI World Advanced Glider Aerobatic Championship**  
Zbraslavice, Czech Republic  
August 5<sup>th</sup> – 15<sup>th</sup>, 2015



## Report of the Contest Director

WGAC&WAGAC 2015 website: <http://www.wgac2015.cz>

### Familiarization and Training Flights

Training flights were possible starting from July 27<sup>th</sup> until August 3<sup>rd</sup> with a fully marked box. Familiarization flights started on August 2<sup>nd</sup> and continued until August 4<sup>th</sup>. The average number of flights was around 100 takeoffs per day with maximum of 112. No specific priority list has been established. Ground staff was just focusing on keeping approximate number of takeoffs of those pilots who were willing to fly.

### Competition days

Total number of competitors was 79 pilots. However, the original number of registered pilots was 81. This is a current record in the number of competing aerobatics pilots at one place. At WAGAC, there were 47 pilots competing with one pilot withdrawing after the first programme due to personal reasons. 5 programmes were flown in total. At WGAC, there were 32 competitors flying 5 programmes in total.



Image 1 - The tow

Daily operations were interrupted by excessive temperatures and strong upper wind. 5 towing aircrafts were available. We had intensive problems with engines overheating due to the air temperatures reaching 32-35 degrees during most of the competition. Even with towing aircrafts loose of performance and 79 pilots, we manage to finish 5 programmes in both categories. Organizer tried to push tempo to fly even the 6<sup>th</sup> programme with preference to Unlimited category, but this was not possible due to the weather conditions during last days of competition. Usual number of

flights was around 8 per hour. Close to the end of the day we were able to reach 10 flights per hour, but this was the absolute maximum regarding safety, towing effectiveness as well as ground operations.



Image 2 - Hard working startline staff

Judging line operations ran smooth and were supporting demanding contest tempo. This was achieved mainly due to outstanding effectiveness of the Chief Judge, Mr. Phillippe Kuechler.



Image 3 - Judging line

Few flights of the whole Championships were interrupted due to unsuitable weather conditions (precipitation, thunderstorm in the vicinity and low cloud base). Those flights were postponed according to the rules with the presence of the International Jury and proceeded later on the same or the next day.



Image 4 - Hailstorm

## Airport

The grass airfield Zbraslavice is a place well known for distance gliding. The site is well equipped with a good infrastructure, capability and capacity. Manpower is at the excellent level.

Airport infrastructure was capable of accommodating the whole competition without any issues. Hangar space was limited and first days aircrafts storing was seen as demanding job. Nevertheless, in following days we were able to store all gliders.



Image 5 - Hangaring solution

Meals were served in the airport pub and a separate tent from two different providers. Original intention was to serve meals for competitors in the tent and in the pub to the Officials and Staff. Pilots demand for airport pub lead to switch those roles in the middle of the Championships.

## Championships Operations

Scoring office was operated by Lenka Jiraskova and Zuzana Danihelova. They are both well experienced and did an outstanding job. There were no issues at all with scoring office operations. All kind of results were published in appropriate time without mistakes. Paperwork for judging line was prepared on time with perfect quality.

Launch officer was Mr. Tomas Jung. He and his team were able to hold fast tempo of flights during training, familiarization flights as well as during the competition.

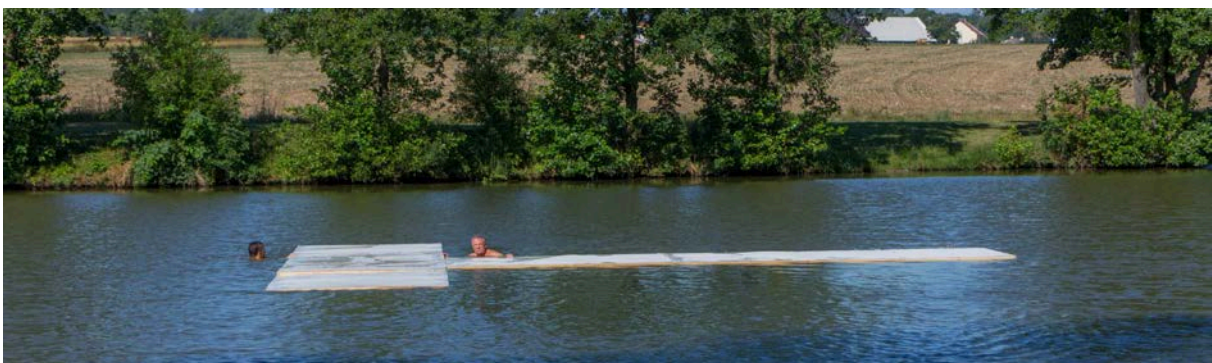


Image 6 - Floating T box mark

Accommodation for Int. Jury and Judges was arranged in different hotels in the vicinity. We were facing difficulties with accommodation booking for Judges. Some of them were not able to inform us about their exact requirement prior to championships. Situation was solved during the first days of Championships with great help from the Chief Judge, Mr. Kuechler.

Upper wind measurement was done by airborne GPS on board of UAV. Measurement using drone has proven efficiency of the solution providing quick and reliable wind speed and direction at multiple levels. Wind was measured in 700 and 1200 meters as well as in other altitudes to give wind shear overview. The system needs further development to simplify the measuring process and operations. Further development is also necessary to get easier legal aspects of the use.

HMD device was provided by the Aeroclub of the Czech Republic. The system was in use for the first time at the International Championships. System was operated by one person on the Judging line and one assistant at the Start line. System operations were smooth with one outage of live data feed to the Judge line during the Championships. This outage was backed up by offline recording on board of the HMD box and evaluated later with no loss of altitude measurement.

Free sequence submission, checking, publication and use at Judging line was without any mistakes and all procedures were smooth. All pilots submitted their sequences in advance and all the necessary check was done without any time pressure. I am sure this is a crucial to avoid problems that arose in the past.

## **Closing and Awarding Ceremony**

All ceremonies were organized at the airport. Closing and awarding ceremony was done according to FAI Sporting Code, Section 6 Part 2 as well as according to other FAI rules and guidelines. Mr. Lars-Goran Arvidsson as the highest representative of CIVA was opening and closing the contest. Mr. Philippe Kuechler as the Chief Judge was announcer of results and awards.

Organizer did not receive the FAI flag, diplomas or medals. Organizer gave out at least temporary medals. They did not have the standard look as medals usually provided by FAI, but were at least engraved and in appropriate numbers. Organizer of the Championships was not involved in the process of getting medals and will later arrange appropriate medals together with FAI and CIVA.

## **Conclusion**

I would like to personally thank to all people involved in preparation and running the Championship. Number of 79 competitors to be an edge of possibilities. To fly 5 programmes in both categories in weather conditions we were facing was possible only thanks to the devotion, effort and passion those people put into their work. I hope we will have opportunity to repeat this success soon in the future.





Image 7 - Championship staff

Many thanks also to International Jury (Mr. LG Arvidsson, Mr. Kari Kempfi and Mrs. Madelyn Delcroix). They were supporting organization during the whole event and were very constructive and helpful. Thanks also go to all judges and their assistants for discipline and hard work in difficult temperature conditions.



Image 8 - Judges

Vladimir Machula  
22<sup>nd</sup> October 2015  
Prague, Czech Republic