

19th FAI World Glider Aerobatic Championships
7th FAI World Advanced Glider Aerobatic Championships
Matkópuszta, Hungary
July 20th-30th, 2016



Report of the Contest Director

CIVA agreed after voting during Annual Meeting in Wroclaw in 2014 to host the 19th FAI World Glider Aerobatic Championship as well as the 7th World Advanced Glider Aerobatic Championships from July 20th-30th, 2016 in Matkopuszta, at the homebase of the Hungarian Aerobatic Club. The 1st Bulletin was published on 6th February on the official website of the contest, and all the NAC-s were informed through their CIVA delegates at the same time.

Airport

Matkopuszta (LHMP) with his 1200m long best quality grass runway is an optimal location for aerobatic contests, the infrastructure fits meets all the requirements of CIVA first class aerobatic events.

The box positioning was aligned with the runway, and all the possible judge positions as well as all the places of the line judges were available. All box markers were very good visible, nobody complained against.

The cottage houses at the airport with swimming pool offered a high quality comfort for accomodation of the competing teams.

The staff and the local officials stayed all over the championships at the airport, the rooms of the main building served for their accomodation.

The International Jury had a separate room in the tower with climate and an excellent view on the airfield.

The room of Judges was situated on the top floor of the tower. During extremely hot days the capacity of climate equipment was not sufficient to cool down, but in this cases the CJ could use the airport pub for video conferences.

Both the scoring office and contest administration were placed in the same room. It was the expressed demand of Sandor Molnar Scoring Director and Marta Matuz Head of Administration. They are working together the same way for several years without any problems.

Sufficient hangar space was available with a tent extension of the main hangar for all the competing sailplanes and there was no need to disassemble overnights.

Meals were served in the briefing and catering tent, chilled water as well as coffee and other hot coffee specialities were available for free of charge during the whole championships.

All officials and judges, the representants of FAI were accomodated in Kecskemét city in the high quality Four Points by Sheraton Hotel****. The organizers offered an extremely reasonable price for the teams there.

Familiarization and training flights

The first competitors arrived on Friday, 15th July. Ten flights were possible for the presence seven pilots due to arriving bad weather at the afternoon.

On Saturday, 16th July all flights were cancelled because of all days heavy rain and strong wind.

The official training started on Monday, 18th July and finished the day after.

The starting list was created at the starting line under control of the Flight Director and his staff.

74 and 62 flights were performed using 4 towing aircrafts without considerable problems. All the pilots could fly at least two times in the performance zone, except of some Czech pilots due to their late arrival.

Competition days

The total number of competitors was 59 pilots, 20 competitor in Unlimited and 39 pilots in Advanced category.



Tobias Hackel Warm Up pilot was available to provide the necessary warm-up flights for the judges, and he provided an excellent service.

The first competition day started with the opening briefing, drawing of lots and figures proposal for all the programmes both in unlimited and advanced category.

Wind and ceiling measurement was done by airborne GPS using a JK-05 Junior ultralight airplane.

Polish HMD System developed by the team from Poznan University was used for controlling the infringements of height limits.

We tried to start the competition flight as soon as possible just after the briefing, but the low ceiling did not allow that.

Only the first 3 pilots of the Unlimited category were able to fly their Free Known sequences before the Opening Ceremony started at 7pm.

During the following period the daily operations were interrupted by build ups, thunderstorms, low ceiling. However using all the flyable time three programmes had been completed in both categories by noon, Sunday, 24 July.

Due to expected bad weather on Monday morning, 25 July I decided to postpone the briefing to 12am instead of 8am.

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SCT025CB RMK A3003 BLU=**

Tuesday, 26 July the other shivery day set back the progress of the championships . No contest flight was possible till the end of the day.



Advanced category completed five programmes, the Unlimited pilots four programmes by noon Thursday, 28 July.

It was almost impossible to finish both the programme Nr. 5 of the Unlimited category and programme Nr. 6 of Advanced category on Friday, 29 July. On the other hand I tried to ensure the same conditions for the pilots of Unlimited category especially for the last programme.

We typically had a break in the contest flying around at 10-10:30pm due to low clouds, and the judges could use the NE judge position till 11:20am as latest due to the Sun.

I decided to end the contest flying of the Advanced category and start the program Nr. 5 of the Unlimited category only on Friday afternoon 29 July-after discussion with the Chief Judge- because of these two reasons. I did not receive any complaint or criticism neither from pilots or team manager, nor from the Board of Judges or other officials.

Complains, Protests

The Polish HMD System has an integrated GPS function with appropriate software for tracking the aircraft path in the performance zone. Several weeks before the contest the PHMD team asked me to allow the test of this application for checking the boundary infringements during the championships.

Based on unanimous decision taken together with Philipp Kühler Chief Judge and CIVA Supervisor of WGAC-WAGAC2016, we allowed the test of the tracking function with the following restrictions:

-publishing tracking data or other relevant information of the non-approved system component is strictly prohibited

- only the International Jury, the Chief Judge and the Contest Director has access to the mentioned data/information

Unfortunately few pilots received tracking data, and positioning information from the Polish HMD system. Some competitors requested to go without the line judges and measure box outs with the electronic tracking system only. The President of the International Jury decided to check the accuracy of the human boundary judgement using the non-approved tracking data of the PHMD System. Finally the problem was clarified and the line judgement remained unchanged.

Only one protest was received from Swedish Advanced pilot Gustav Salminen because of "High"-penalty. After investigation the case the International Jury rejected the protest.

Incidents

One minor technical incident happened during the championships, Jan Makula was not able to extend the landing gear of his Solo Fox. He landed on the grass strip with retracted undecarriage without any serious problem. After changing the broken rod, the aircraft was fully flyable.

Championships Operation

The Scoring and Administration office was operated by Sandor Molnar, Marta Matuz and experienced volunteers. All of them provided an outstanding job. All kind of results and contest documentation were published and prepared in appropriate time without any mistakes. The Flight Director Laszlo Baku and his team at the start line was able to keep the required tempo by the Chief Judge and me.

I would like to express my appreciation for the crew of volunteers supervised by Gyula Vari, Assistant of the Contest Director. These volunteers did an exceptional job from setting up the judging positions collecting the score sheets, ensure the judges had drinks, repair broken chairs as require, etc.

Doping Test

WADA officers performed a doping test on Friday, 29th July. The team requested four cheaperons, one separate room with bathroom exclusively for the test procedure provided by the Organizer. However meeting the WADA requirements caused some difficulties for us at the end of the day the doping test was performed successful.

Opening, Closing and Awarding Ceremony

All ceremonies as well as other social programmes were organized at the airport. Opening, Closing and Awarding Ceremony were performed according the FAI Sporting Code, Section 6 Part 2. The special highlights of the Opening Ceremony were the demo flight of SAAB JAS-39 Gripen fighter of the Hungarian Airforce and the amazing airshow of Peter Besenyei. The Closing and Awarding Ceremony was the final moment of the local airshow program on Saturday, 30th July

All FAI and CIVA medals, diplomas in appropriate numbers, FAI flag and anthem were received in time from Lausanne without any mistakes.

The Organizer awarded the Overall Champions and Winners of both category as well as the teams with a unique collection of Championship Trophys.



Conclusion

Overall the 19th FAI World Aerobatic Championships as well as the 7th FAI World Advanced Aerobatic Championships became a successful contest with smooth running organization and friendly atmosphere. Despite the problems and challenges of the event, it was a great honour to serve as a Contest Director.

Many thanks also to the International Jury, to Judges and Assistants, especially to the Chief Judge Philippe K uchler "PIK" who supported me during the whole event as well as before.

Thanks CIVA for trusting me.



Tamas ABRANYI
24th October 2015